1. 3:00 P.M. Agenda

   Documents:

   2020-05-27 Joint Special Public Works - Parks And Commons Agenda.pdf

2. Public Works & Streets Meeting Materials

   Documents:

   Driftwood Estimate 05-06-20.Pdf
   Driftwood Lane Draft Set 05-14-20.Pdf
   Driftwood Sht 6 DRAFT 05-06-20.Pdf

CITY OF YACHATS
SPECIAL JOINT MEETING
PUBLIC WORKS & STREETS COMMISSION
AND PARKS & COMMONS COMMISSION
To Be Held Via ZOOM Meeting

Wednesday May 27, 2020 at 3:00pm

Join Zoom Meeting
https://us02web.zoom.us/j/89911257029?pwd=TFBQbFI1MDlRdFpHOXorbEZGWk1pdz09

Meeting ID: 899 1125 7029
Password: 788079
One tap mobile
+13462487799,,89911257029#,,1#,788079# US (Houston)
+16699006833,,89911257029#,,1#,788079# US (San Jose)

Dial by your location
+1 346 248 7799 US (Houston)
+1 669 900 6833 US (San Jose)
+1 253 215 8782 US (Tacoma)
+1 312 626 6799 US (Chicago)
+1 929 205 6099 US (New York)
+1 301 715 8592 US (Germantown)
Meeting ID: 899 1125 7029
Password: 788079
Find your local number: https://us02web.zoom.us/u/kTP0P6u0

SPECIAL JOINT MEETING AGENDA

I. Current Business
   A. Discussion of Driftwood Project.
   B. VOTE of Driftwood Project

Adjurn meeting

This meeting is open to the public and all interested persons are invited to attend. This meeting will be audio taped. All items to be considered by the Commission must be submitted to City Hall no later than one week prior to the meeting. Minutes of all public meetings are available for review at City Hall, or on the City website at www.yachatsoregon.org .

In accordance with ORS 192.630, City of Yachats will make a good faith effort to provide accommodations for any person desiring to attend a public meeting, if the request is made at least 48 hours in advance of the meeting time. The meeting room is physically accessible to persons with mobility devices; a sign language or foreign language interpreter may be available, with advance notice. Call City Hall at 541- 547-3565 or Oregon Relay 1-800-735-2900 (TDD) two days in advance. Posted 05-22-20

City of Yachats, Oregon
Driftwood Lane
3096.2021.0
May 6, 2020

Engineer's Estimate

Item No.	Description	Estimated Quantity	Unit	Unit Price	Total Price
	General Construction				
1.	Mobilization, Bonds, Permits and Insurance	All	L. S.	Lump Sum	$10,000.00
2.	Erosion Control	All	L. S.	Lump Sum	$2,000.00
3.	Traffic Control	All	L. S.	Lump Sum	$2,000.00
4.	Surveying	All	L. S.	Lump Sum	$2,500.00
5.	Testing and Quality Control	All	L. S.	Lump Sum	$3,000.00
	Subtotal - West 1st Street General				$19,500.00
	Street and Storm Drainage				
1.	Clearing, Grubbing & Demolition	All	L. S.	Lump Sum	$6,000.00
2.	Sawcutting	120	L.F.	$5.00	$600.00
3.	Earthwork, Complete	All	L. S.	Lump Sum	$15,000.00
4.	Overexcavation/Subgrade Stabilization Including Excavation, Reinforcement Geotextile Fabric, 1"-0" Crushed Rock Backfill	50	Cu.Yd.	$75.00	$3,750.00
5.	1"-0" Crushed Rock Base	650	Tons	$30.00	$19,500.00
6.	Type C Curb	520	L.F.	$35.00	$18,200.00
7.	P.C.C. Sidewalk, 4" Thick	2,200	S.F.	$6.00	$13,200.00
8.	ADA Ramps	7	Each	$2,000.00	$14,000.00
9.	CL C AC Pavement	240	Tons	$160.00	$38,400.00
10.	Connect to Existing Storm Drain	All	L. S.	Lump Sum	$1,500.00
11.	8" CL 50 DI Storm Drain, Including Trench Excavation & Crushed Rock Backfill	26	L.F.	$80.00	$2,080.00
12.	Parking Lot Style Catch Basin	1	Each	$2,000.00	$3,000.00
13.	Signing and Striping	All	L. S.	Lump Sum	$3,000.00
	Subtotal - Street and Storm Drainage				$138,230.00
	Grand Total				$157,730.00

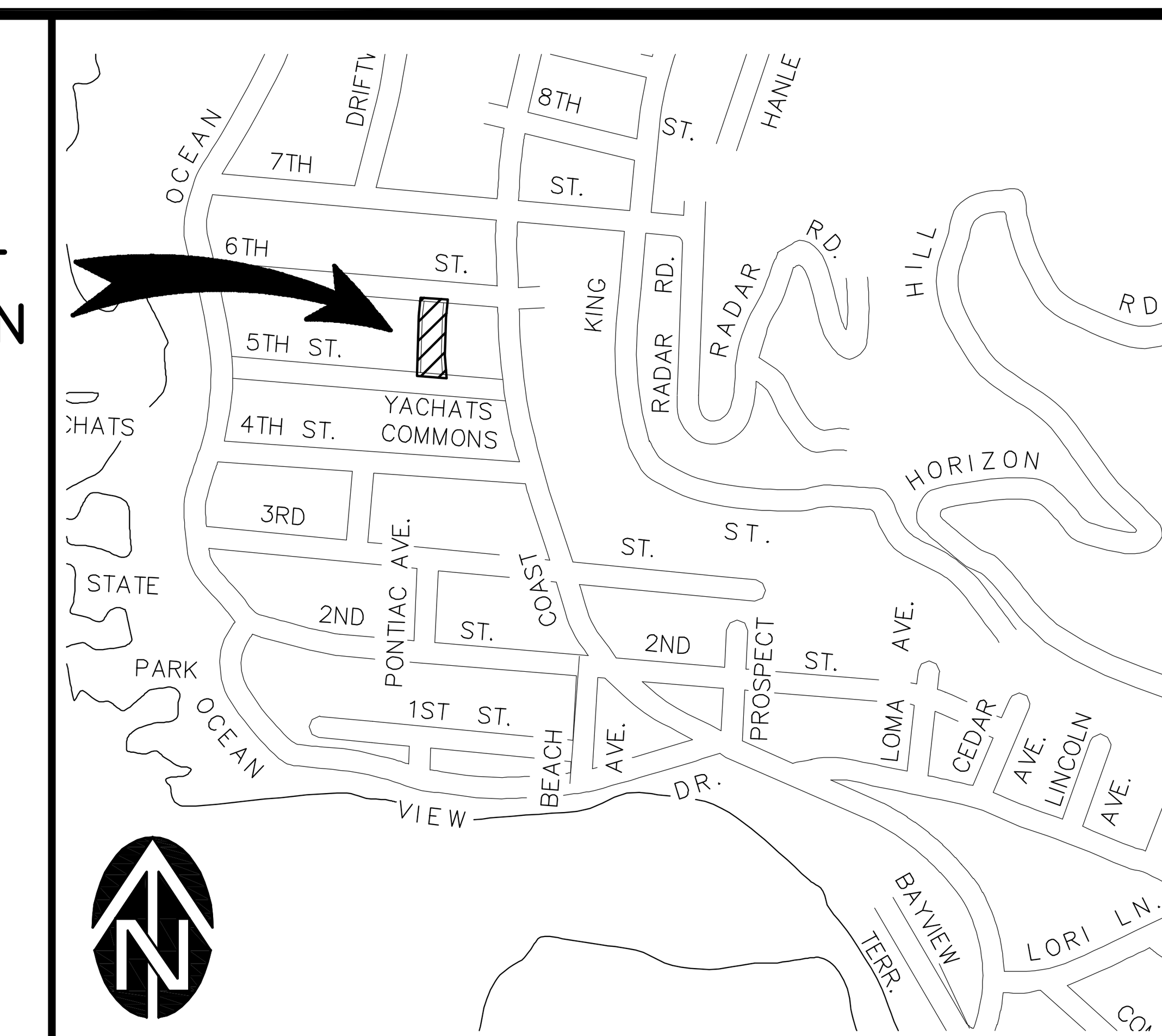
DRAWINGS FOR:

DRIFTWOOD LANE
STREET IMPROVEMENTS

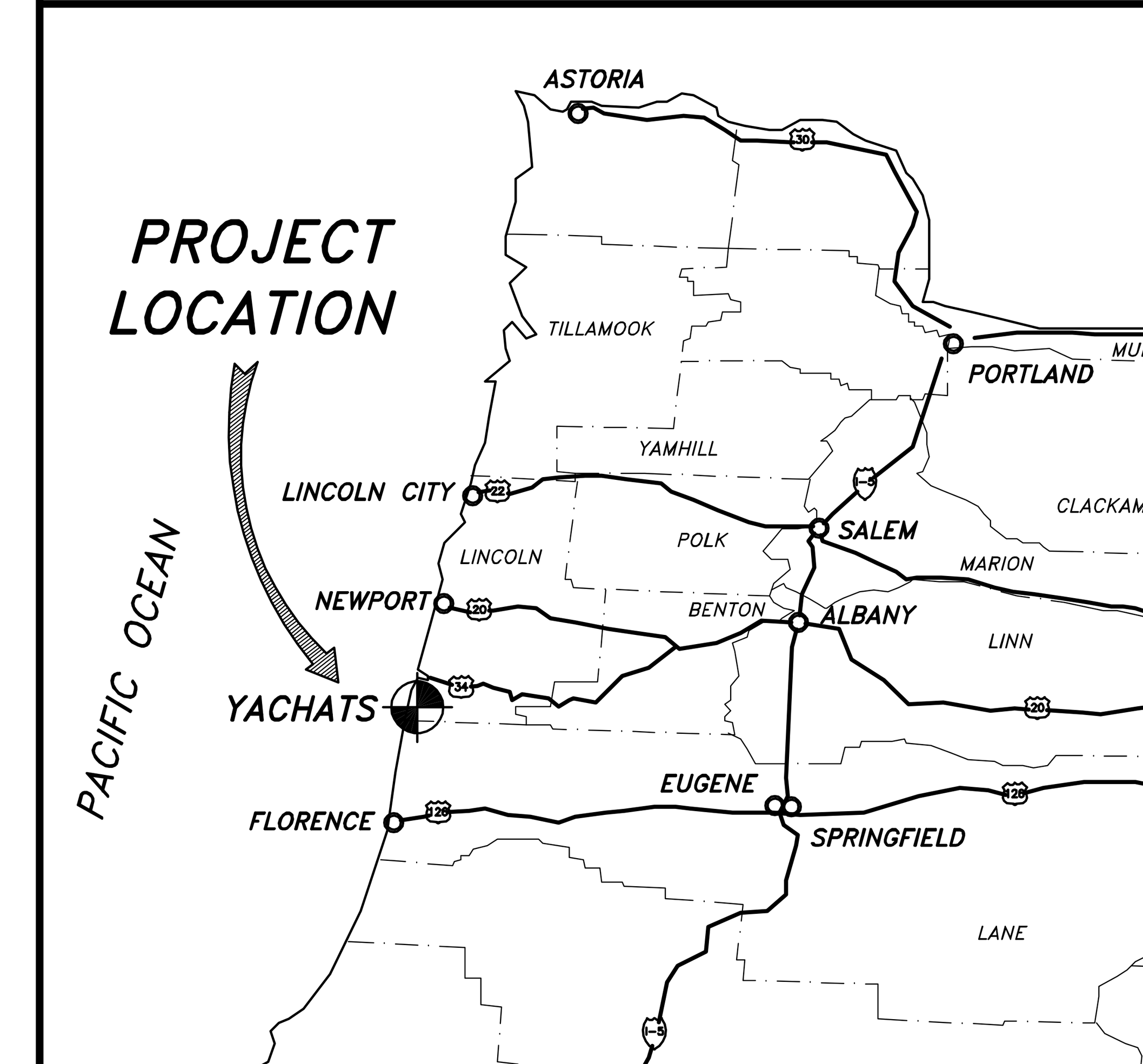
FOR:

The City of Yachats, Oregon
P.O. Box 345
Yachats, Oregon 97498
(541) 547-3565

PROJECT LOCATION



LOCATION MAP



VICINITY MAP

DISCLAIMER: UTILITIES DEPICTED ARE BASED ON EVIDENCE FOUND IN THE FIELD, MUNICIPALITY AND/OR OTHER GOVERNMENT ENTITY AS-BUILT PLANS, CONTRACTOR PLANS AND OTHER DOCUMENTS OF RECORD. BARKER SURVEYING ASSUMES NO RESPONSIBILITY FOR UTILITIES THAT ARE NO LONGER IN USE, INSTALLED AFTER THE DATE OF ACTUAL SURVEY, NOT IDENTIFIED OR NOT LOCATED. THIS INCLUDES UTILITIES UPON PUBLIC OR PRIVATE PROPERTY.

SPECIFIC UTILITY POSITIONS INDICATED ON THE GROUND SURFACE PROVIDED BY LOCATION SERVICES MAY VARY DUE TO UNDERGROUND DETECTION CAPABILITIES.

ABBREVIATIONS

A.C. or ASPH.	ASPHALTIC CONCRETE	IRR.	IRRIGATION
A.D.	AREA DRAIN	INV.	INVERT
ASSY.	ASSEMBLY	J.B.	JUNCTION BOX
BLDG. or BLD.	BUILDING	L.P.	LIGHT POLE
BW	BOTTOM OF WALL	M	METER, MAIN
CATV	CABLE TELEVISION	M.B.	MAILBOX
C.B.	CATCH BASIN	M.H.	MANHOLE
C.O.	CLEAN-OUT	O.H.	OVER-HEAD
CONC.	CONCRETE	P/L or ℘	PROPERTY LINE
C.L. or ℄	CENTERLINE	P.P.	POWER POLE
D.I.	DUCTILE IRON	PVC	POLYVINYL CHLORIDE
E.G.	EDGE OF GRAVEL	PWR or P	POWER
E.O.P. or E.P.	EDGE OF PAVEMENT	R. or RAD.	RADIUS
ELEV.	ELEVATION	R.O.W. or R/W	RIGHT-OF-WAY
EX. or EXIST.	EXISTING	SAN.SEWER or S.S.	SANITARY SEWER
F.D.C.	FIRE DEPT. CONNECTOR	ST.D. or S.D.	STORM DRAIN
FT.	FEET	SVC.	SERVICE
F.F.	FINISH FLOOR	S/W	SIDEWALK
F.G.	FINISH GRADE	T.C.	TOP OF CURB
F.H.	FIRE HYDRANT	TEL. or T	TELEPHONE
F.I.	FIELD INLET	TRANS.	TRANSFORMER
F.M.	FORCE MAIN	TRAF. SIG. or T.S.	TRAFFIC SIGNAL
GRAV.	GRAVEL	TW	TOP OF WALL
G.M.	GAS METER	TYP.	TYPICAL
G.P.	GATE POST	U.G. or U/G	UNDER GROUND
GS	GROUND SHOT	UTIL.	UTILITY
G.V.	GAS VALVE	W/	WITH
H	HANDICAP	WAT. or W	WATER
HYD.	HYDRANT	WLM	WETLANDS MARKER
I.R.	IRON ROD	W.M.	WATER METER
I.P.	IRON PIPE	Y.P.C.	YELLOW PLASTIC CAP

SYMBOLS

AREA DRAIN	SIGN POST
CATCH BASIN	POWER PEDESTAL
SEWER CLEANOUT	TELEPHONE PEDESTAL
FIRE HYDRANT	CATV PEDESTAL
GAS VALVE	MAIL BOX
WATER VALVE	IRRIGATION VALVE
WATER METER	STREET LIGHTS
DOWN SPOUT	UTILITY/POWER POLES
MANHOLE TELEPHONE	TEST PIT
MANHOLE STORM DRAIN	MONUMENT FOUND
MANHOLE SAN. SEWER	

TREES – *TREENAME* DIAMETER (INCHES)/DRIP RADIUS (FEET)
NOTE: DIAMETER MEASURED AT BREAST HEIGHT

LINE TYPES

CATV LINE	—CATV—CATV—CATV—
COMMUNICATION LINE	—COM—COM—COM—
EASEMENT LINE	— — — — — —
FENCE LINE	—o—o—o—o—
FIBER OPTIC	—FOC—FOC—FOC—
GAS LINE	—GAS—GAS—GAS—
OVERHEAD LINE	—OH LINES—OH LINES—
PHONE LINE	—PH—PH—PH—
POWER LINE	—ELEC—ELEC—ELEC—
SANITARY SEWER	—SS—SS—SS—
STORM DRAIN	—SD—SD—SD—
WATER LINE	—W—W—W—

811
Know what's below.
Call before you dig.

SHEET INDEX

SHT NO	DESCRIPTION
1	COVER SHEET, VICINITY MAPS & DRAWING INDEX
2	NOTES
3	EROSION CONTROL PLAN
4	EROSION CONTROL NOTES & DETAILS
5	DRIFTWOOD LANE SURVEY & DEMOLITION PLAN
6	DRIFTWOOD LANE SITE PLAN
7	DRIFTWOOD LANE GRADING PLAN
8	DRIFTWOOD LANE SECTIONS
9	DETAILS

NO.	DATE	REVISIONS DESCRIPTION	BY
1			

VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DSN. RCE
DRN. RCE
CKD. RCE
DATE: MAY 2020

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 15, 1997
RAYMOND C. ENGEL
RENEWS: 12/31/2021
REVIEW

WESTECH ENGINEERING, INC.
CONSULTING ENGINEERS AND PLANNERS
3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302
Phone: (503) 585-2474 Fax: (503) 585-3986
E-mail: westech@westech-eng.com

City of Yachats, Oregon
Driftwood Lane Street Improvements
Cover Sheet
Vicinity Maps &
Drawing Index

DRAWING
1

JOB NUMBER
3096.2021.0

5/14/2020 7:49:34 AM
R:\Dwg\Yachats\2020 Driftwood St\plot\01 Cover.dwg, (Plot tab)

GENERAL NOTES:
1. ATTENTION: Oregon law requires you to follow rules adopted by the Oregon Utility Notification Center. Those rules are set forth in OAR 952–001–0010 through OAR 952–001–0090. You may obtain copies of the rules by calling the center. (Note: the telephone number for the Oregon Utility Notification Center is (503) 232–1987).

2. Contractor to notify City, ODOT and all utility companies a minimum of 48 business hours (2 business days) prior to start of construction, and comply with all other notification requirements of agencies with jurisdiction over the work.

3. Contractor shall procure a right–of–entry permit from ODOT State Highway Division for all work within the State right–of–way and conform to all conditions of the permit.

4. A copy of final approved construction drawings and any required permits shall be kept on–site at all times, for review by inspectors upon request.

5. Contractor shall provide all bonds and insurance required by public and/or private agencies having jurisdiction.

6. All materials and workmanship for facilities in street right–of–way or easements shall conform to approving agencies' construction specifications wherein each has jurisdiction, including but not limited to the City, County, Oregon Health Division (OHD) and the Oregon Department of Environmental Quality (DEQ).

7. Unless otherwise approved by the Public Works Director, construction of all public facilities shall be done between 7:00 a.m. and 6:00 p.m., Monday through Saturday.

8. The Contractor shall perform all work necessary to complete the project in accordance with the approved construction drawings including such incidentals as may be necessary to meet applicable agency requirements and provide a completed project.

9. Any inspection by the City or other agencies shall not, in any way, relieve the Contractor from any obligation to perform the work in strict compliance with the contract documents, applicable codes, and agency requirements.

10. Contractor shall maintain one complete set of approved drawings on the construction site at all times whereon he will record all approved deviations in construction from the approved drawings, as well as the station locations and depths of all existing utilities encountered. These field record drawings shall be kept up to date at all times and shall be available for inspection by the City or Owner's Representative upon request. Failure to conform to this requirement may result in delay in payment and/or final acceptance of the project.

11. Upon completion of construction of all new facilities, Contractor shall submit a clean set of field record drawings containing all as–built information to the Engineer. All information shown on the Contractor's field record drawings shall be subject to verification. If significant errors or deviations are noted, an as–built survey prepared and stamped by a registered professional Land Surveyor shall be completed at the Contractor's expense.

12. Elevations shown on the drawings are based from NGS Benchmark 1603, Elevation 67.53' (NAVD 1988 datum), located in Yachats, at 877 Highway 101, 74.8' east of the northeast corner of a house at 887 Highway 101, 73.5' north of the center of driveway, 38.8' west of the centerline of the highway, 19.4' south of a Texaco service station sign, 12.8' southeast of a utility pole, and 5.2' south of the extended center of 9th St. Surveying for design was completed by Barker Surveying at (503) 588–8800.

13. The contractor shall retain and pay for the services of a registered Civil Engineer and/or Land Surveyor licensed in the State of Oregon to establish construction control and perform initial construction surveys to establish the lines and grades of improvements as indicated on the drawings. Staking for buildings, structures, curbs, gravity drainage pipes/structures and other critical improvements shall be completed using equipment accurate to 0.04 feet horizontally and 0.02 feet vertically, or better. Use of GPS equipment for final construction staking of these critical improvements is prohibited. The registered professional surveyor shall provide the design engineer with copies of all grade sheets for construction staking performed for the project.

14. Notice to Property Owners, Contractor Responsibility. When work performed by Contractor will impact or interrupt water/sewer/storm drainage utility service or interrupt vehicular or pedestrian access to any public or private property, Contractor shall notify all the affected parties prior to the anticipated impact a minimum of 48 hours in advance. Contractor shall provide door hangers or equivalent a minimum of 24 hours (and a maximum of 48 hours) before such interruption of utility service (or vehicular/pedestrian access) to all residences, structures or businesses impacted by work (Contractor is responsible to coordinate with the City staff a minimum of 1 week prior in order to verify area of impact or interruption). In addition to the written notice, a representative of the Contractor shall knock on the front door of all affected residences or businesses on the morning that the work will commence, and attempt to notify the residents or businesses regarding the start of the work.

TRAFFIC CONTROL
15. Contractor shall erect and maintain barricades, warning signs, traffic cones (and all other traffic control devices required) per City, County and ODOT requirements in accordance with the current MUTCD (including Oregon amendments). Access to driveways shall be maintained at all times. All traffic control measures shall be approved and in place prior to any construction activity. Prior to any work in the existing public right–of–way, Contractor shall submit final traffic control plan to the City, County and ODOT for review and issuance of a Lane Closure or Work in Right–of–Way Permit.

TESTING AND INSPECTION:
16. The Contractor shall be responsible to ensure that all required or necessary inspections are completed by authorized inspectors prior to proceeding with subsequent work which covers or that is dependent on the work to be inspected. Failure to obtain necessary inspection(s) and approval(s) shall result in the Contractor being fully responsible for all problems and/or corrective measures arising from uninspected work.

17. Unless otherwise specified, the "Required Testing and Frequency" table outlines the minimum testing schedule for the project. This testing schedule is not complete, and does not relieve the Contractor of the responsibility of obtaining all necessary inspections or observations for all work performed, regardless of who is responsible for payment. Cost for retesting shall be borne by the Contractor.

EXISTING UTILITIES & FACILITIES:
18. The location and descriptions of existing utilities shown on the drawings are compiled from available records and/or field surveys. The Engineer or utility companies do not guarantee the accuracy or the completeness of such records. Contractor shall field verify locations and sizes of all existing utilities prior to construction.

19. The Contractor shall be responsible for locating and marking all existing survey monuments of record (including but not limited to property and street monuments) prior to construction. If any survey monuments are removed, disturbed or destroyed during construction of the project, the Contractor shall retain and pay for the services of a Registered Professional Surveyor licensed in the State of Oregon to reference and replace all such monuments prior to final payment. The monuments shall be replaced within a maximum of 90 days, and the County Surveyor shall be notified in writing as required by per ORS 209.150.

20. Contractor shall field verify location and depth of all existing utilities where new facilities cross. All utility crossings marked or shown on the drawings shall be potholed using hand tools or other non–invasive methods prior to excavating or boring. Contractor shall be responsible for exposing potential utility and other conflicts far enough ahead of construction to determine necessary grade, alignment or depth modifications without delaying the work or requiring otherwise unnecessary materials, fittings or structures. If grade, alignment or depth modification is necessary, Contractor shall notify the Design Engineer, and the Design Engineer or the Owner's Representative shall obtain approval from the City prior to construction.

21. All facilities shall be maintained in–place by the Contractor unless otherwise shown or directed. Contractor shall take all precautions necessary to support, maintain, or otherwise protect existing utilities and other facilities at all times during construction. Contractor to leave existing facilities in an equal or better–than–original condition and to the satisfaction of the City and Owner's Representative.

22. Utilities that are abandoned in place, or interfering portions of utilities, shall be removed by the Contractor to the extent necessary to accomplish the work. The Contractor shall plug the remaining exposed ends of abandoned utilities after appropriate verification procedures have taken place (grout or concrete plugs, if used, shall be installed to fill the full pipe diameter for a distance of two times the pipe diameter back from the pipe end).

23. Contractor shall remove all existing signs, mailboxes, fences, landscaping, etc., as required to avoid damage during construction and replace them to existing or better condition.

24. The Contractor shall be responsible for managing construction activities to ensure that public streets and right–of–ways are kept clean of mud, dust or debris. Dust abatement shall be maintained by adequate watering of the site by the Contractor.

GRADING, PAVING & DRAINAGE:
25. Unless otherwise noted, all grading, rocking and paving to conform to Oregon Standard Specifications for Construction (OSSC/ODOT/APWA), 2018 edition.

26. Clear and grub within work limits all surface vegetation, trees, stumps, brush, roots, etc. Do not damage or remove trees except as shown or noted on the drawings, or as approved by the Owner's Representative. Protect all roots two inches in diameter or larger on trees which are not to be removed.

27. Strip work limits, removing all organic matter, which cannot be compacted into a stable mass. All trees, brush, and debris associated with clearing, stripping or grading shall be removed and disposed of off–site.

28. Immediately following stripping and grading operations, compact subgrade to 95% of the maximum dry density per AASHTO T–180 test method (Modified Proctor). Subgrade must be inspected and approved by the Owner's authorized representative before placing embankments, engineered fills or fine grading for base rock.

29. Contractor is responsible for coordinating with the City for the following proof–rolls (witnessed by the City, with a fully loaded rock truck). Performance of proof–rolls summarized below are required for all public street, fire lane or common use driveway improvements. Performance of a proof–roll does not replace the requirement for density testing where specified or where required by City standards.
––Subgrade proof–roll – prior to fabric or baserock placement
––Finished rock proof–roll – prior to paving
If the subgrade is disturbed after the subgrade proofroll, or if inclement weather (ie. significant rain) occurs between the time any proof roll is performed and baserock placement, curb placement or paving, another proof roll may be required by the City.

30. Granular baserock shall conform to the requirements of OSSC (ODOT/APWA) 02630.10 (Dense Graded Base Aggregate).

31. Compact granular baserock to 95% of the maximum dry density per AASHTO T–180 test method (Modified Proctor). Written baserock compaction test results from an independent testing laboratory must be received by the Owner's authorized representative before placing AC pavement, and a finished rock grade proof–roll (witnessed by the City) must be performed.

32. AC pavement shall conform to OSSC (ODOT/APWA) 00744 (hot mixed Asphalt Concrete Pavement –ACP) for standard duty mix. Unless otherwise specified or shown on the drawings, base lifts shall be 3/4" dense graded mix, while wearing courses shall be 1/2" dense graded mix. Unless otherwise specified or shown on the drawings, AC pavement for parking lots and streets shall be Level 2 mix (superpave 65 gyrations) per OSSC (ODOT/APWA) 00744.13.

33. AC Pavement shall be compacted to a minimum of 91% of maximum density as determined by the Rice standard method. Written AC pavement compaction test results from an independent testing laboratory must be received by the Owner's authorized representative before final payment.

34. Pavement surface shall be a smooth, well–sealed, tight mat without depressions or bird baths. Bony or open graded pavement surfaces shall be repaired to the satisfaction of the Owner's Representative, prior to final acceptance of the work.

35. ACP mixtures shall be placed only when the surface is dry and weather conditions are such that proper handling, finishing and compaction can be accomplished. In no case shall bituminous mixtures be placed when the surface temperature is below the minimum established under 2015 OSSC (ODOT/APWA) 00744.40 (AC – Season and Temperature Limitations) or the project specifications, whichever is more stringent.

36. Contractor shall protect new pavement against traffic as required, until it has cooled sufficiently to avoid tracking.

37. Unless otherwise shown on the drawings or details, straight grades shall be run between all finish grade elevations and/or finish contour lines shown (exception: where grades shown cross sidewalks, slopes shall be adjusted to ensure that maximum allowable sidewalk cross slopes are not exceeded).

38. Finish pavement grades at transition to existing pavement shall match existing pavement grades or be feathered past joints with existing pavement as required to provide a smooth, free draining surface.

39. All existing or constructed manholes, cleanouts, monument boxes, gas valves, water valves and similar structures shall be adjusted to match finish grade of the pavement, sidewalk, landscaped area or median strip wherein they lie. Verify that all valve boxes and risers are clean and centered over the operating nut.

40. All street signs, traffic control signs, curb & pavement painting or striping, and/or reflectors shall be installed (in conformance with City and MUTCD standards) prior to requesting final inspection by the City.

41. Unless otherwise shown on the drawings, no cut or fill slopes shall be constructed steeper than 2H:1V.

42. Contractor shall seed and mulch (uniformly by hand or hydroseed) all exposed slopes and disturbed areas which are not scheduled to be landscaped, including trench restoration areas.

CURBS & SIDEWALKS:
43. Unless otherwise shown or indicated on the drawings, 6–inches nominal curb exposure used for design of all parking lot and street grades.

44. Construction of all curbs & sidewalks shall conform to the applicable requirements of OSSC (ODOT/APWA) Section 00759, Miscellaneous Portland Cement Concrete Structures, including placement, curing, finishing and the repairing of minor defects. Major defects (as determined by the Owner's Representative) will require removal and replacement of the defective portions as directed.

45. Where new curbing connects to existing curbing or is installed along existing streets or pavement, the gutter grade shall match the existing street grades so as to allow drainage from the street to the gutter, as wells as through any transitions or connections between old & new curbs. The Contractor shall notify the Owner's Representative in writing of any grade discrepancies or problems prior to curb placement.

46. Unless otherwise approved in writing by the Owner's Representative and the agency with jurisdiction, monolithic curb & sidewalk shall not be placed in the public right–of–way (ie. curb & sidewalk concrete shall be placed separately).

47. Road widening design is based on available survey taken at random intervals. Street pavement widening cross slope shall be a minimum of 2% and a maximum of 5% except at intersections, where the street cross slopes shall not exceed 2% maximum (intersection defined from end of curb radius both directions). Prior to placing curbs, Contractor shall field verify pavement widening cross slope and contact Engineer if the design pavement widening cross slope is not within the limits stated above.

48. Standard sidewalks shall be a minimum of 4–inches thick. All pedestrian ramps and standard residential driveways shall be a minimum of 6–inches thick. Commercial use driveways and alley approaches shall be minimum 8–inches thick. All curbs, sidewalks and driveways shall be constructed using 3300–psi concrete, and shall be cured with Type 1 or Type 1D clear curing compound. All sidewalks shall be ADA compliant.

49. Finish sidewalk grades at transition to existing sidewalks shall match existing sidewalk grades as required to form a continuous, smooth, free draining surface. The Contractor shall notify the Owner's Representative in writing of any grade discrepancies or problems prior to sidewalk placement.

50. Curb & sidewalk concrete shall be placed only during periods when it will not be damaged by rain (protect unhardened concrete from precipitation). Concrete shall not be placed on frozen baserock. Do not begin concrete placement until temperature in the shade is a minimum of 35°F and rising, and stop placement if air temperature falls below 35°F. Protect concrete from freezing for a minimum of 5 days after placement per OSSC (ODOT/APWA) 0000440.40.d & 00756.40 or the project specifications, whichever is more stringent.

51. Contraction joints shall be installed directly over any pipes that cross under the sidewalk, to control cracking. In general, cracks in new curbs or sidewalks (at locations other than contraction joints) are not acceptable, and cracked panels shall be removed & replaced unless otherwise approved by the City and the design engineer.

52. Private Sidewalks: All private sidewalks shall be ADA compliant. Direction of sidewalk cross slope shall conform with the slope direction shown on the grading plan. Sidewalk cross slopes shall not exceed 1:67 (1.5%) nor be less than 1%. Longitudinal slope shall not exceed 1:20 (5%).

53. Where trench excavation requires removal of PCC curbs and/or sidewalks, the curbs and/or sidewalks shall be sawcut and removed at a tooled joint unless otherwise authorized in writing by the City. The sawcut lines shown on the drawings are schematic and not intended to show the exact alignment of such cuts.

54. Unless otherwise shown on the drawings, areas along curbs and sidewalks shall be backfilled with approved topsoil (typical 6" thick), as well as being seeded and mulched (or hydroseeded).

PIPED UTILITIES:
55. All tapping of existing municipal sanitary sewer, storm drain mains, and manholes must be done by Contractor forces.

56. The Contractor shall have appropriate equipment on site to produce a firm, smooth, undisturbed subgrade at the trench bottom, true to grade. The bottom of the trench excavation shall be shall be smooth, free of loose materials or tooth grooves for the entire width of the trench prior to placing the granular bedding material.

57. All pipes shall be bedded with minimum 6–inches of 3/4"–0 crushed rock bedding and backfilled with compacted 3/4"–0 crushed rock in the pipe zone (crushed rock shall extend a minimum of 12–inches over the top of the pipe in all cases). Unless CLSM, CDF or other backfill is shown or noted on the drawings, crushed rock trench backfill shall be used under all improved areas, including pavement, sidewalks, foundation slabs, buildings, etc.

58. Granular trench bedding and backfill shall conform to the requirements of OSSC (ODOT/APWA) 02630.10 (Dense Graded Base Aggregate), 3/4"–0. Unless otherwise shown on the drawings, compact granular backfill to 92% of the maximum dry density per AASHTO T–180 test method (Modified Proctor).

59. If trenches are over– excavated for any reason, over–excavation shall be filled to the design trench subgrade (ie. to the bottom of the 6" thick pipe bedding layer) with compacted, well–graded granular backfill as specified (the use of open graded rock for trench foundation stabilization is prohibited unless it is completely encapsulated in geotextile fabric & approved in writing by the AHJ).

60. All piped utilities abandoned in place shall have all openings closed with concrete plugs with a minimum length equal to 2 times the diameter of the abandoned pipe.

61. No trenches in sidewalks, roads, or driveways shall be left in an open condition overnight. All such trenches shall be closed before the end of each workday and normal traffic and pedestrian flows restored.

62. Before mandrel testing or final acceptance of gravity pipelines, all trench compaction shall be completed and all sewers and storm drains flushed & cleaned to remove all mud, debris & foreign material from the pipelines, manholes and/or catch basins.

STORM MANHOLES:
63. All precast manholes shall be provided with integral rubber boots. Where manholes without integral rubber boots are approved by the Owner's Representative and agency with jurisdiction, a pipe joint shall be provided on all mainlines within 1.5 feet of the outside face of the manhole.

64. Manhole channels depths shall be to the heights shown on the drawings, but in no case shall be the channel depth be less than 2/3 of the pipe diameter. Flow channels in manholes shall be of such shape (semi–circular bottoms) and slope to provide smooth transition between inlet and outlet sewer size/ invert to minimize turbulence and to ensure that the manhole channels are self–cleaning. Channels, as well as shelves between the channels and the manhole walls, shall be sloped to drain per plan details.

STORM DRAIN SYSTEM:
65. Storm sewer pipe materials shall conform to the construction drawings and City requirements. Contractor shall use uniform pipe material on each pipe run between structures unless otherwise directed or approved. All materials and workmanship for all private storm drains, including storm drains located within any building envelope, shall be installed in conformance with Uniform Plumbing Code requirements.

66. Catch basins and junction boxes shall be set square with buildings or with the edge of the parking lot or street wherein they lie. Storm drain inlet structures and paving shall be adjusted so water flows into the structure without ponding water.

67. Unless otherwise approved by the Engineer, all storm drain connections shall be by manufactured tees or saddles.

68. Sweep (deflect) storm sewer pipe into catch basins and manholes as required. Maximum joint deflection shall not exceed 5 degrees or manufacturers recommendations, whichever is less.

69. Unless otherwise shown or directed, install storm sewer pipe in accordance with manufacturer installation guidelines.

70. Storm Cleaning. After manhole channeling and prior to mandrel testing or final acceptance, flush and clean all sewers, and remove all foreign material from the mainlines, manholes and catch basins.

71. Mandrel Testing. Contractor shall conduct deflection test of flexible storm sewer pipes by pulling an approved mandrel through the completed pipeline following trench compaction. The diameter of the mandrel shall be 95% of the initial pipe diameter. Test shall be conducted not more than 30 days after the trench backfilling and compaction has been completed.

72. Prior to acceptance, the Owner's Representative may lamp storm lines upstream & downstream of structures to verify that the pipes are clean and there is no grout or concrete in the mainlines, and that there are no observable bellies in the line. When necessary, sufficient water to reveal low areas shall be discharged into the pipe by the Contractor prior to any such inspection by the Owner's Representative or the City.

FRANCHISE & PRIVATE UTILITIES:
73. Contractor shall notify and coordinate with franchise utilities for removal or relocation of power poles, vaults, pedestals, manholes, etc. to avoid conflict with City utility structures, fire hydrants, meters, sewer or storm laterals, etc.

REQUIRED TESTING AND FREQUENCY TABLE		Party Responsible for payment		
		Contractor		Others (see note 1)
Streets, Fire Lanes, Common Driveways, Parking Lots, Pads, Fills, etc.				
Subgrade	1 Test/4000 S.F./Lift (4 min), locations acceptable to approving agency (typically alternate sides of road or access aisles)	✓	See note 2 & note 3	
Engineered Fills	1 Test/4000 S.F./Lift (4 min), locations acceptable to approving agency	✓	See note 2 & note 5	
Baserock	1 Test/4000 S.F./Lift (4 min), locations acceptable to approving agency (typically alternate sides of road or access aisles)	✓	See note 2 & note 3	
Asphalt	1 Test/6000 S.F./Lift (4 min), locations acceptable to AA (typ. alternate as above)	✓	See note 2	
Piped Utilities, All				
Trench Backfill	1 Test/200 Foot Trench/Lift (4 min)	✓	See note 2	
Trench AC Restoration	1 Test/300 Foot Trench (4 min)	✓	See note 2	
Storm				
Mandrel	95% of actual inside diameter	✓	See note 4	
Concrete, Block, etc.				
Slump, Air & Cylinders for structural & reinforced concrete, equipment slabs, curbs, sidewalks & PCC pavements. Unless otherwise specified, one set of cylinders per 100 cubic yards (or portion thereof) of each class of concrete placed per day. Slump & air tests required on same load as cylinders.		✓	See note 2	

Note 1: "Others" refers to Owner's authorized Representative or Approving Agency as applicable. Contractor responsible for scheduling testing. All testing must be completed prior to performing subsequent work.

Note 2: Testing must be performed by an approved independent testing laboratory.

Note 3: In addition to in–place density testing, the subgrade and base rock shall be proof–rolled with a loaded 10 yard dump truck provided by the Contractor. Baserock proofroll shall take place immediately prior to (within 24 hours of) paving, and shall be witnessed by the Owner's authorized Representative or approving agency. Location and pattern of testing and proofroll to be as approved or directed by said Owner's authorized Representative or approving agency.

Note 4: To be witnessed by the Owner's Representative or approving agency. The Contractor shall perform pretests prior to scheduling witnessed waterline or sanitary sewer pressure tests, or pipeline mandrel test.

Note 5: The approved independent laboratory retained by the Contractor shall provide a certification (stamped by an engineer licensed in the State of Oregon) that the subgrade was prepared and all engineered fills were placed in accordance with the provisions of the construction drawings and the contract documents.

Note 6: Regardless of who is responsible for payment, the Contractor is responsible for scheduling and coordinating any and all required inspections and Special Inspections as required by applicable building codes or jurisdictions having authority.

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DSN. RCE
DRN. RCE
CKD. RCE
DATE: MAY 2020

REVIEW
REGISTERED PROFESSIONAL ENGINEER
OREGON JULY 15, 1994 RAYMOND C. ENGEL
RENEWS: 12/31/2021

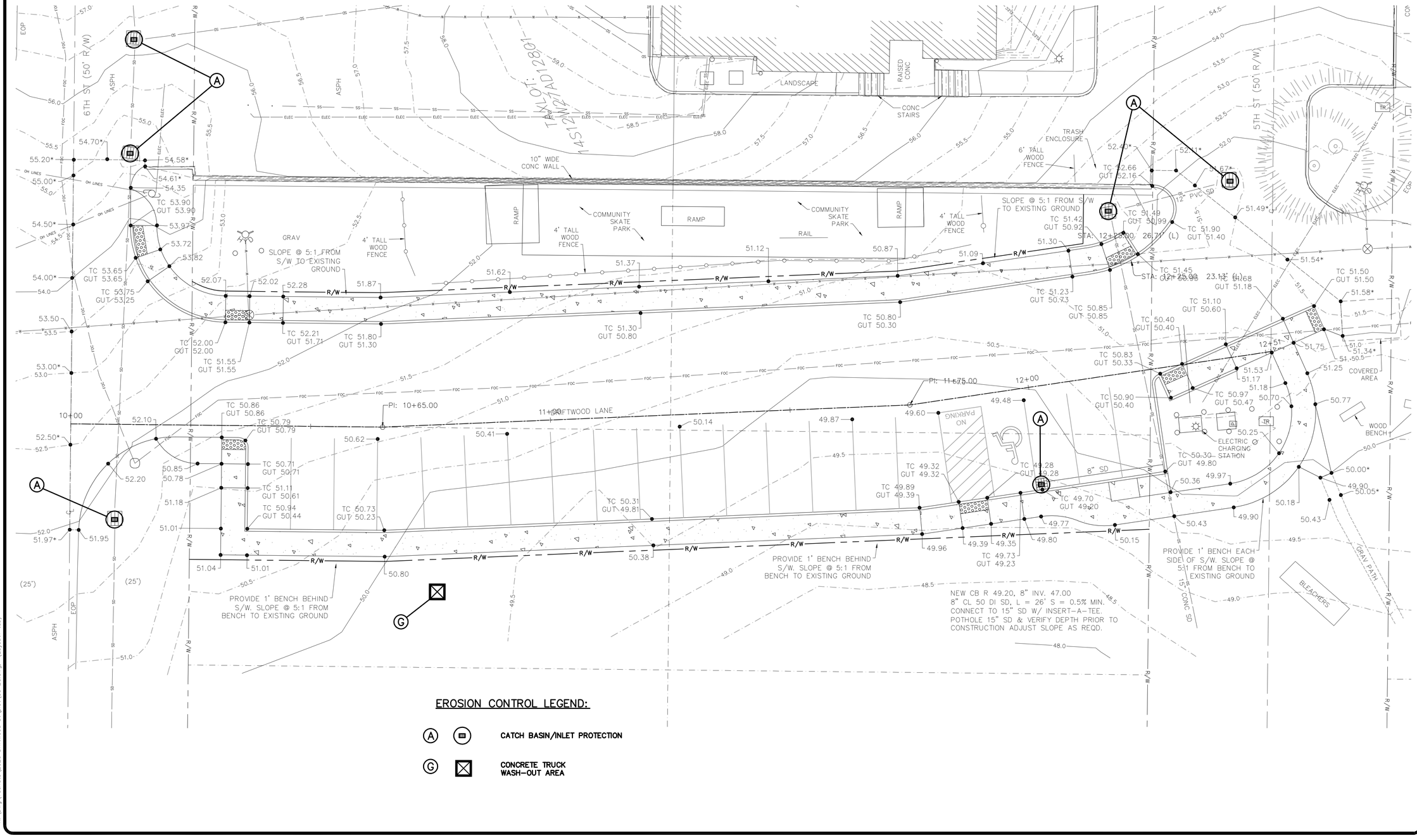
WESTECH ENGINEERING, INC.
CONSULTING ENGINEERS AND PLANNERS
3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302
Phone: (503) 585–2474 Fax: (503) 585–3986
E–mail: westech@westech–eng.com

City of Yachats, Oregon
Driftwood Lane Street Improvements

Notes

DRAWING
2

JOB NUMBER
3096.2021.0



EROSION CONTROL LEGEND:

- (A) — CATCH BASIN/INLET PROTECTION
- (G) — CONCRETE TRUCK WASH-OUT AREA

NO.	DATE	DESCRIPTION	BY
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DSN. RCE
DRN. RCE
CKD. RCE
DATE: MAY 2020

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REVIEW
REGISTERED PROFESSIONAL ENGINEER
OREGON JULY 15, 1983
RAYMOND C. ENGEL
RENEWS: 12/31/2021

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City of Yachats, Oregon
Driftwood Lane Street Improvements

Erosion Control Plan

DRAWING
3

JOB NUMBER
3096.2021.0

5/14/2020 7:50:43 AM
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EROSION CONTROL NOTES:

1. Clearing and grading erosion control measures shall be in place prior to site disturbance. All other necessary erosion control measures shall be implemented prior to starting work on the portion/phase of the project to which the measures are related. Erosion control measures shall be maintained in such a manner as to ensure that sediment and sediment-laden water does not enter the drainage system, roadways, or violate applicable water quality standards.

2. The erosion control construction, maintenance, replacement and upgrading of the erosion control facilities is the responsibility of the Contractor until all construction is completed and approved, and permanent erosion control (i.e. vegetation/landscaping) is established on all disturbed areas.

3. All recommended erosion control procedures are dependent on construction methods, staging, site conditions, weather and scheduling. During the construction period, erosion control facilities shall be upgraded as necessary due to unexpected storm events and to ensure that sediment and sediment laden water does not leave the site.

4. The Contractor is responsible for control of sediment transport within project limits. If an installed erosion control system does not adequately contain sediment on site, then the erosion control measures shall be adjusted or supplemented by the Contractor as necessary to ensure that sediment laden water does not leave the site. Additional measures shall be provided as required to ensure that all paved areas are kept clean for the duration of the project. Additional interim measures will include, at a minimum, installation of sediment barriers or silt fences in accordance with the details shown on the drawings. These measures shall be installed along all exposed embankments and cut slopes to prevent sediment transport.

5. All existing and newly constructed storm inlets and drains shall be protected until pavement surfaces are completed and/or vegetation is established.

6. Erosion control facilities and sediment fences on active sites shall be inspected by the Contractor at least daily during any period with measurable precipitation. Any required repairs or maintenance shall be completed immediately. The erosion control facilities on inactive sites shall be inspected and maintained by the Contractor a minimum of once a month or within 24 hours following the start of a storm event.

7. At no time shall sediment accumulation within a trapped catch basin exceed 50% of the sediment capacity. All catch basins and conveyance lines shall be cleaned prior to paving. The cleaning operation shall not flush sediment-laden water into the downstream system. The Contractor shall remove all accumulated sediment from all impacted catch basins and storm pipes prior to acceptance by the Owner.

8. The Contractor is solely responsible for protection of all adjacent property and downstream facilities from erosion and siltation during project construction. Any damage resulting from such erosion and siltation shall be corrected at the sole expense of the Contractor.

9. The Contractor shall provide site watering as necessary to prevent wind erosion of fine-grained soils.

10. Unless otherwise indicated on the drawings, all temporary erosion control facilities, including sediment fences, silt sacks, bio-bags, etc. shall be removed by the Contractor within 30 days after permanent landscaping/vegetation is established.

11. Sediment fences shall be constructed of continuous filter fabric to avoid use of joints. When joints are necessary, filter cloth shall be spliced together only at a support post, with a minimum 6-inch overlap, and both ends securely fastened to a post.

12. Sediment fence shall be installed per drawing details. Sediment fences shall have adequate support to contain all silt and sediment captured.

13. The standard strength filter fabric shall be fastened securely to stitched loops installed on the upslope side of the posts, and 6 inches of the fabric shall be extended into the trench. The fabric shall not extend more than 30 inches above the original ground surface. Filter fabric shall not be stapled to existing trees.

14. Bio-filter bags shall be clean 100 percent wood product waste. Bags shall be 18-inch x 18-inch x 30-inch, weigh approximately 45 lbs., and be contained in a bag made of 1/2-inch plastic mesh.

15. Sediment barriers shall be maintained until the up-slope area has been permanently stabilized. At no time shall more than 10-inches of sediment be allowed to accumulate behind sediment fences. No more than 2 inches of sediment shall be allowed to accumulate behind bio-filter bags. Sediment shall be removed prior to reaching the above stated depths. New sediment barriers shall be installed uphill as required to control sediment transport.

16. Stabilized construction entrances shall be installed at the beginning of construction and maintained for the duration of the project. Additional measures may be required to ensure that all paved areas are kept clean for the duration of the project.

17. The Contractor shall verify that all trucks are well sealed when transporting saturated soils from the site. Water drippage from trucks transporting saturated soils must be reduced to less than 1 gallon per hour prior to leaving the site.

18. The entrance shall be maintained in a condition that will prevent tracking or flow of mud onto the public right-of-way or approved access point. The entrance may require periodic top dressing as conditions demand, and repair and/or clean out of any structures used to trap sediment.

19. All materials spilled, dropped, washed, or tracked from vehicles onto roadways or into storm drains must be removed immediately, and the Contractor shall provide protection of downstream inlets and catch basins to ensure sediment laden water does not enter the storm drain system.

20. Temporary grass cover measures must be fully established by Oct 15th, or other cover measures (ie. erosion control blankets with anchors, 3-inches minimum of straw mulch, 6 mil HDPE plastic sheet, etc.) shall be in place over all disturbed soil areas until April 30th. To establish an adequate grass stand for controlling erosion by Oct 15th, it is recommended that seeding and mulching occur by September 1st. Straw mulch, if used, shall not leave any bare ground visible through the straw.

21. Minimum wet weather slope protection. For slopes steeper than 3H:1V but less than 2H:1V, use Tensar/North American Green Type S150 erosion control blanket. For slopes 2H:1V or steeper, use Tensar/North American Green Type SC150 erosion control blanket. Use a minimum of 2-inches straw mulch or Tensar/North American Green Type S150 for slopes flatter than 3H:1V. Slope protection shall be placed on all disturbed areas immediately after completion of each section of construction activity, until the erosion control seeding has been established. As an option during temporary or seasonal work stoppages, a 6-mil HDPE plastic sheet may be placed on exposed slopes. The plastic sheet shall be provided with an anchor trench at the top and bottom of the slope, and shall be sandbagged on the slopes as required to prevent damage or displacement by wind.

22. Permanent erosion control vegetation on all embankments and disturbed areas shall be re-established as soon as construction is completed.

23. Soil preparation. Topsoil should be prepared according to landscape plans, if available, or recommendations of grass seed supplier. It is recommended that slopes be textured before seeding by rack walking (ie. driving a crawling tractor up and down the slopes to leave a pattern of cleat imprints parallel to slope contours) or other method to provide stable areas for seeds to rest.

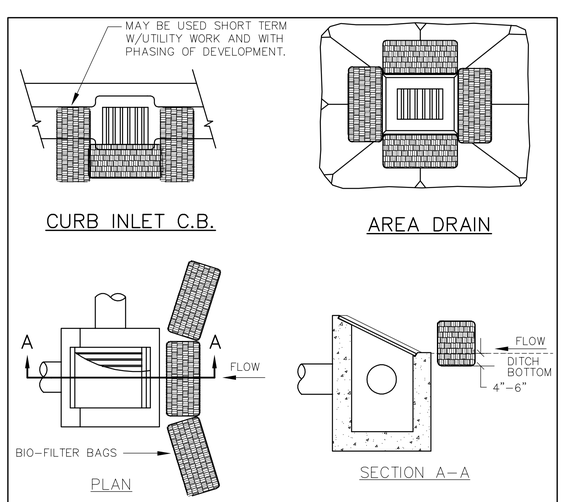
24. When used, hydromulch shall be applied with grass seed at a rate of 2000 lbs. per acre between April 30 and June 10, or between September 1 and October 1. On slopes steeper than 10 percent, hydroseed and mulch shall be applied with a bonding agent (tackifier). Application rate and methodology to be in accordance with seed supplier recommendations.

25. When used in lieu of hydromulch, dry, loose, weed free straw used as mulch shall be applied at a rate of 4000 lbs. per acre (double the hydromulch application requirement). Anchor straw by working in by hand or with equipment (rollers, cleat trackers, etc.). Mulch shall be spread uniformly immediately following seeding.

26. When conditions are not favorable to germination and establishment of the grass seed, the Contractor shall irrigate the seeded and mulched areas as required to establish the grass cover.

27. Seeding. Recommended erosion control grass seed mix is as follows. Dwarf grass mix (low height, low maintenance) consisting of dwarf perennial ryegrass (80% by weight), creeping red fescue (20% by weight). Application rate shall be 100 lbs. per acre minimum.

28. Grass seed shall be fertilized at a rate of 10 lbs. per 1000 S.F with 16-16-16 slow release type fertilizer. Development areas within 50 feet of water bodies and wetlands must use a non-phosphorous fertilizer.



CURB INLET C.B.

AREA DRAIN

PLAN

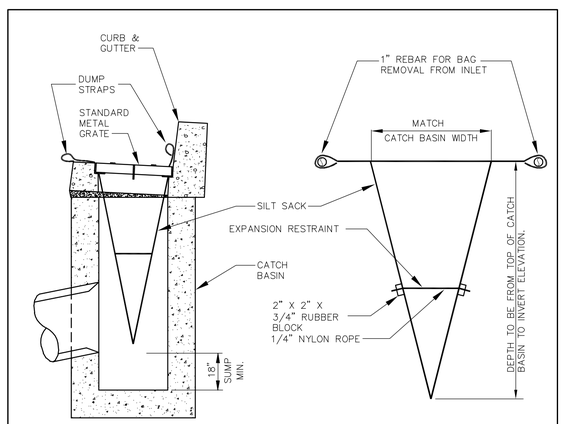
SECTION A-A

DITCH INLET C.B.

MAINTENANCE NOTES:

1. SEDIMENT BARRIERS SHALL BE MAINTAINED UNTIL UP-SLOPE AREA IS PERMANENTLY STABILIZED.
2. AT NO TIME SHALL MORE THAN ONE FOOT OF SEDIMENT BE ALLOWED TO ACCUMULATE BEHIND SEDIMENT FENCES OR BIOFILTER BAGS.
3. NEW SEDIMENT BARRIERS SHALL BE INSTALLED UPHILL AS REQUIRED TO CONTROL SEDIMENT TRANSPORT.

LAST REVISION DATE:	JO #
APRIL 2014	STANDARD
INLET SEDIMENT CONTROL (NTS)	
WESTECH ENG.	DETAIL NO. 6130



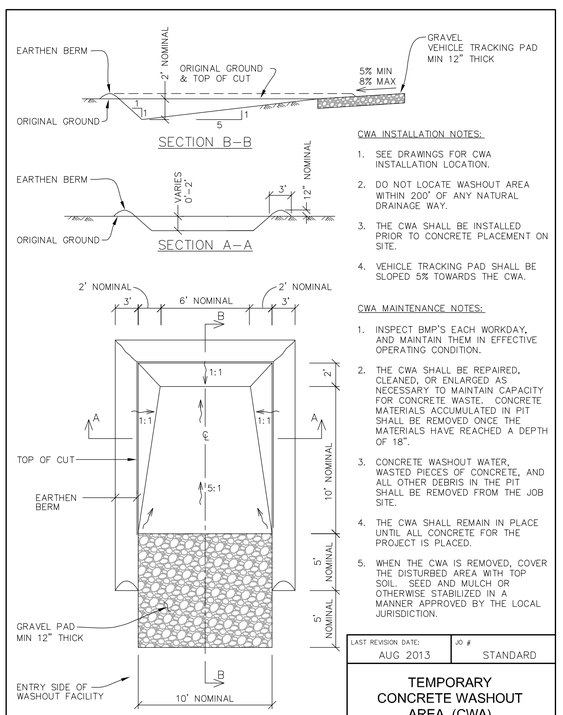
INSTALLATION DETAIL

BAG DETAIL

NOTES:

1. EMPTY SILT SACK AS NECESSARY.
2. SILTSACK SEDIMENT CONTROL DEVICE AS MANUFACTURED BY ACF ENVIRONMENTAL AND SUPPLIED BY ACF WEST (503) 771-5115 OR APPROVED EQUAL.

LAST REVISION DATE:	JO #
OCT 2002	STANDARD
SILTSACK INLET DETAIL (NTS)	
WESTECH ENG.	DETAIL NO. 6150



CONCRETE WASHOUT AREA PLAN

N.T.S.

CWA INSTALLATION NOTES:

1. SEE DRAWINGS FOR CWA INSTALLATION LOCATION.
2. DO NOT LOCATE WASHOUT AREA WITHIN 200' OF ANY NATURAL DRAINAGE WAY.
3. THE CWA SHALL BE INSTALLED PRIOR TO CONCRETE PLACEMENT ON SITE.
4. VEHICLE TRACKING PAD SHALL BE SLOPED 5% TOWARDS THE CWA.

CWA MAINTENANCE NOTES:

1. INSPECT BMP'S EACH WORKDAY, AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION.
2. THE CWA SHALL BE REPAIRED, CLEANED, OR ENLARGED AS NECESSARY TO MAINTAIN CAPACITY FOR CONCRETE WASTE. CONCRETE MATERIALS ACCUMULATED IN PIT SHALL BE REMOVED ONCE THE MATERIALS HAVE REACHED A DEPTH OF 18".
3. CONCRETE WASHOUT WATER, WASTED PIECES OF CONCRETE, AND ALL OTHER DEBRIS IN THE PIT SHALL BE REMOVED FROM THE JOB SITE.
4. THE CWA SHALL REMAIN IN PLACE UNTIL ALL CONCRETE FOR THE PROJECT IS PLACED.
5. WHEN THE CWA IS REMOVED, COVER THE DISTURBED AREA WITH TOP SOIL, SEED AND MULCH OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE LOCAL JURISDICTION.

LAST REVISION DATE:	JO #
AUG 2013	STANDARD
TEMPORARY CONCRETE WASHOUT AREA (CWA) (NTS)	
WESTECH ENG.	DETAIL NO. WE6160

					BY
				DESCRIPTION	REVISIONS
			1	DATE	
				NO.	
				DATE: MAY 2020	
				CKD. RCE	
				DRN. RCE	
				DSN. RCE	

VERIFY SCALE
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REVIEW
REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 15, 2007
RAYMOND C. ECKLE
RENEWS: 12/31/2021

WESTECH ENGINEERING, INC.
CONSULTING ENGINEERS AND PLANNERS
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City of Yachats, Oregon

Driftwood Lane Street Improvements

Erosion Control Notes & Details

DRAWING 4

JOB NUMBER 3096.2021.0

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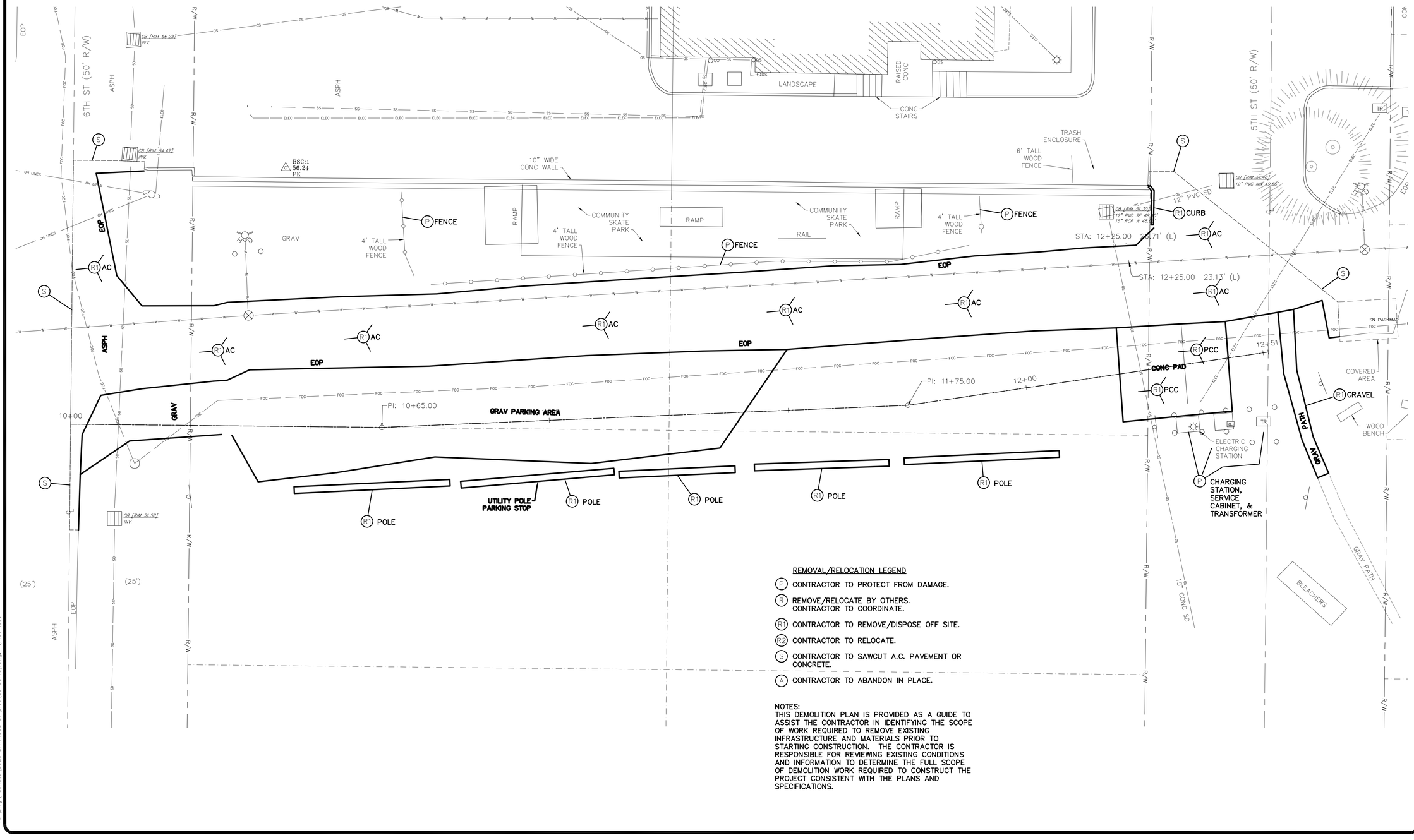

REMOVAL/RELOCATION LEGEND

- (P) CONTRACTOR TO PROTECT FROM DAMAGE.
- (R) REMOVE/RELOCATE BY OTHERS. CONTRACTOR TO COORDINATE.
- (R1) CONTRACTOR TO REMOVE/DISPOSE OFF SITE.
- (R2) CONTRACTOR TO RELOCATE.
- (S) CONTRACTOR TO SAWCUT A.C. PAVEMENT OR CONCRETE.
- (A) CONTRACTOR TO ABANDON IN PLACE.

NOTES:
THIS DEMOLITION PLAN IS PROVIDED AS A GUIDE TO ASSIST THE CONTRACTOR IN IDENTIFYING THE SCOPE OF WORK REQUIRED TO REMOVE EXISTING INFRASTRUCTURE AND MATERIALS PRIOR TO STARTING CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR REVIEWING EXISTING CONDITIONS AND INFORMATION TO DETERMINE THE FULL SCOPE OF DEMOLITION WORK REQUIRED TO CONSTRUCT THE PROJECT CONSISTENT WITH THE PLANS AND SPECIFICATIONS.

NO.	DATE	DESCRIPTION	BY
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DSN. RCE
DRN. RCE
CKD. RCE
DATE: MAY 2020

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REVIEW
REGISTERED PROFESSIONAL ENGINEER
OREGON JULY 15, 1983
RAYMOND C. ENGEL
RENEWS: 12/31/2021

WESTECH ENGINEERING, INC.
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E-mail: westech@westech-eng.com

City of Yachats, Oregon
Driftwood Lane Street Improvements

Driftwood Lane
Survey & Demolition Plan

DRAWING
5

JOB NUMBER
3096.2021.0

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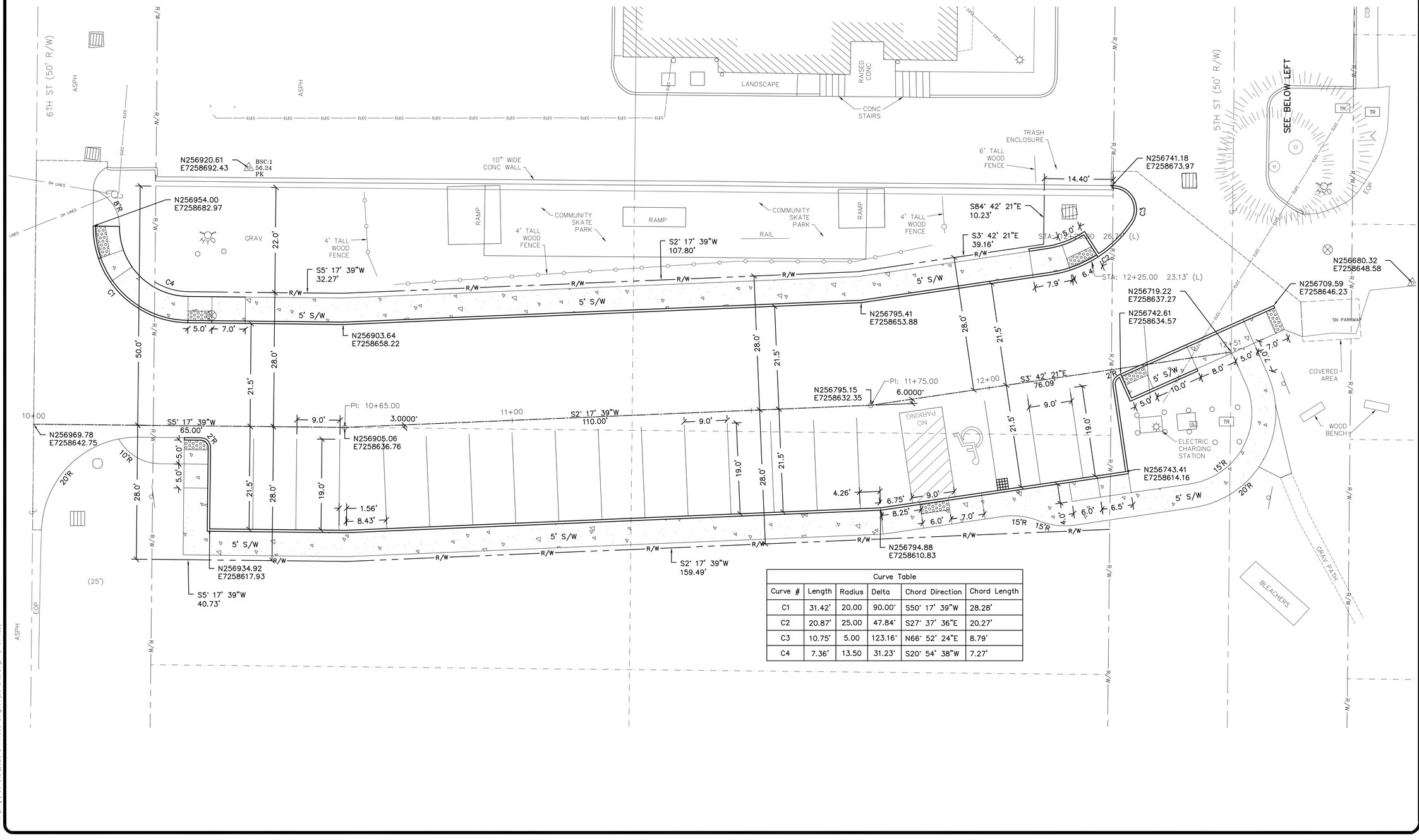

Curve Table					
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C2	20.87'	25.00	47.84°	S27° 37' 36"E	20.27'
C3	10.75'	5.00	123.16°	N66° 52' 24"E	8.79'
C4	7.36'	13.50	31.23°	S20° 54' 38"W	7.27'

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DSN.	RCE
DRN.	RCE
CKD.	RCE
DATE:	MAY 2020

REVIEW
REGISTERED PROFESSIONAL ENGINEER
RAYMOND C. ENGEL
OREGON
JULY 15, 1982
RENEWS: 12/31/2021

WESTECH ENGINEERING, INC.
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City of Yachats, Oregon
Driftwood Lane Street Improvements

Driftwood Lane
Site Plan

DRAWING
6

JOB NUMBER
3096.2021.0

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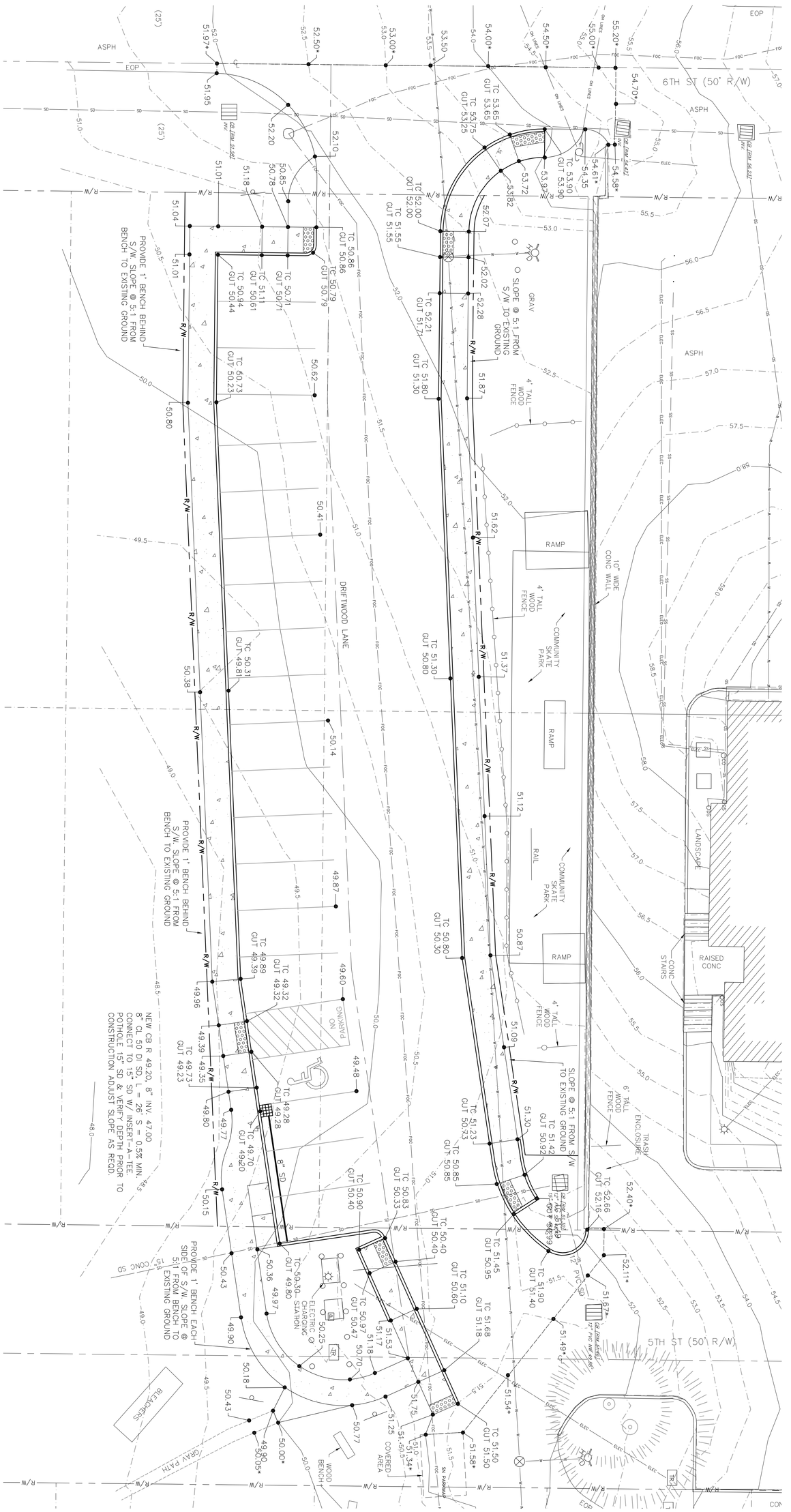

City of Yachats, Oregon

Driftwood Lane Street Improvements

Driftwood Lane Grading Plan

DRAWING 7

JOB NUMBER 3096.2021.0

WESTECH ENGINEERING, INC.
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E-mail: westech@westech-eng.com

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 15, 1982
RAYMOND C. ENGEL
REVIEW
RENEWS: 12/31/2021

VERIFY SCALE
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DSN. RCE
DRN. RCE
CKD. RCE
DATE: MAY 2020

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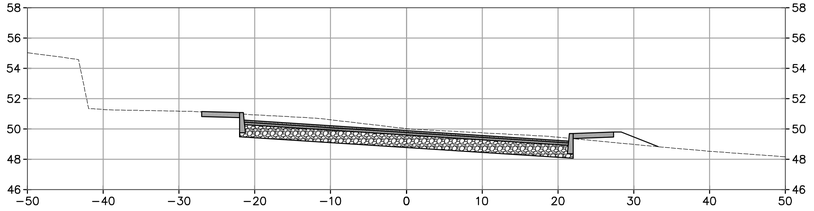

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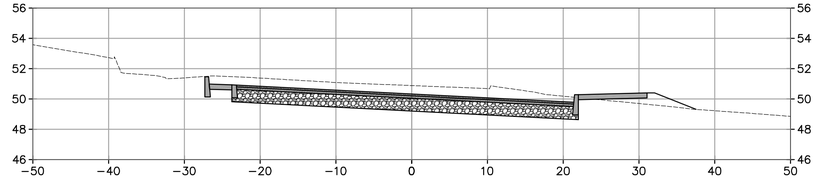

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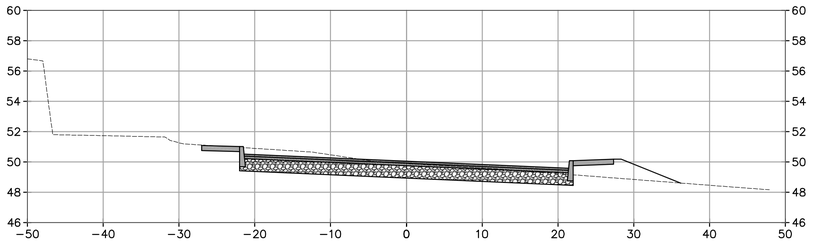

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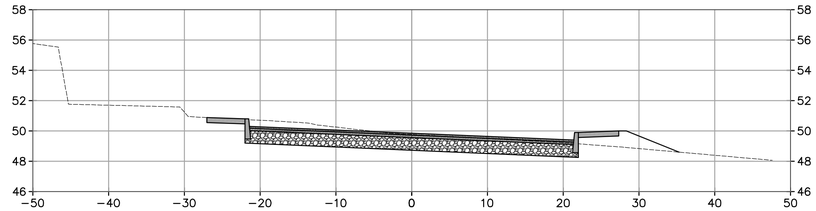

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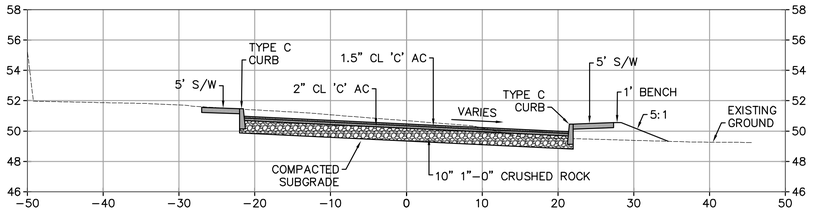

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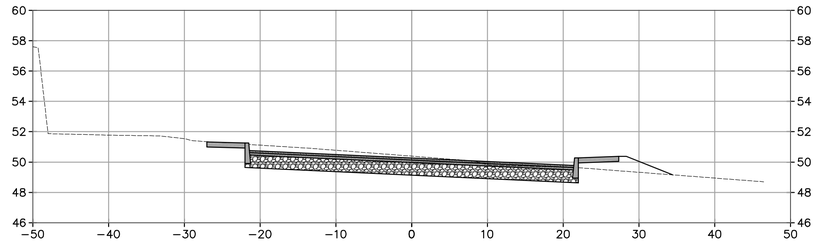

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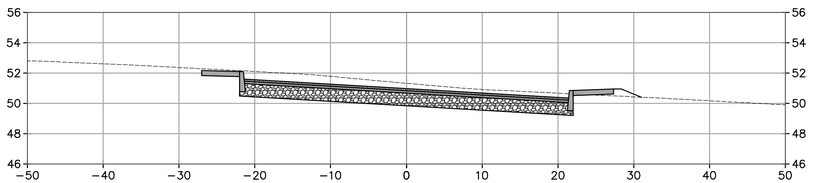
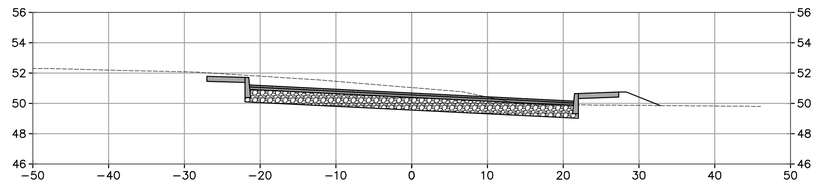


10+75.00



VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

NO.	DATE	DESCRIPTION	BY
1		REVISIONS	

DSN. RCE
DRN. RCE
CKD. RCE
DATE: MAY 2020

REGISTERED PROFESSIONAL ENGINEER
OREGON JULY 15, 1994
RAYMOND C. ENGEL
REVIEW
RENEWS: 12/31/2021

WESTECH ENGINEERING, INC.
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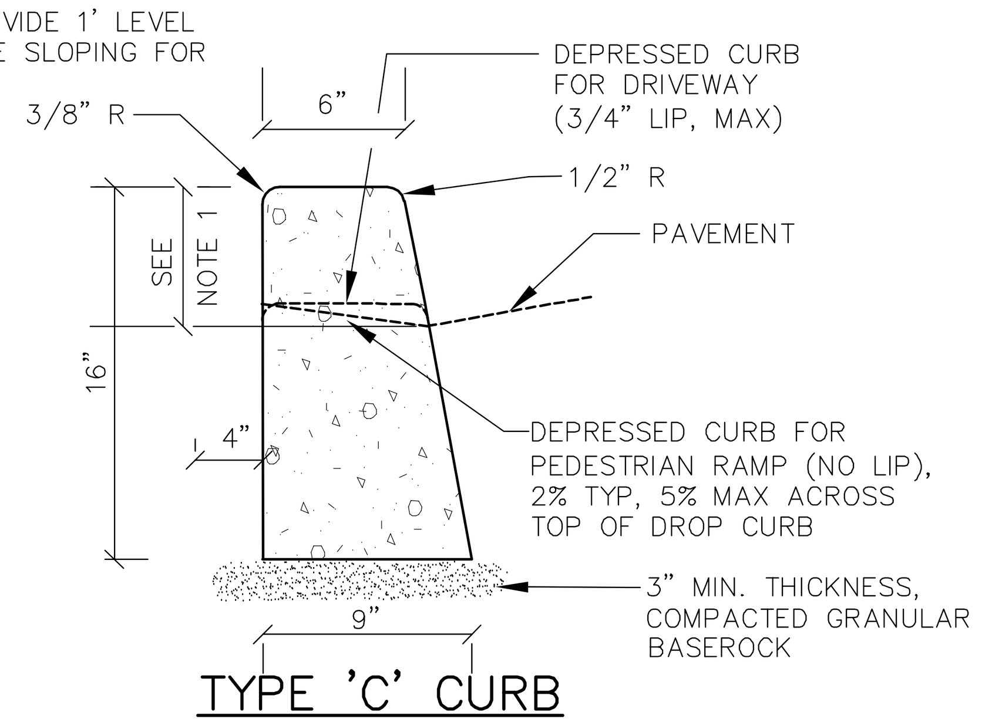
City of Yachats, Oregon
Driftwood Lane Street Improvements

Driftwood Lane Cross Sections

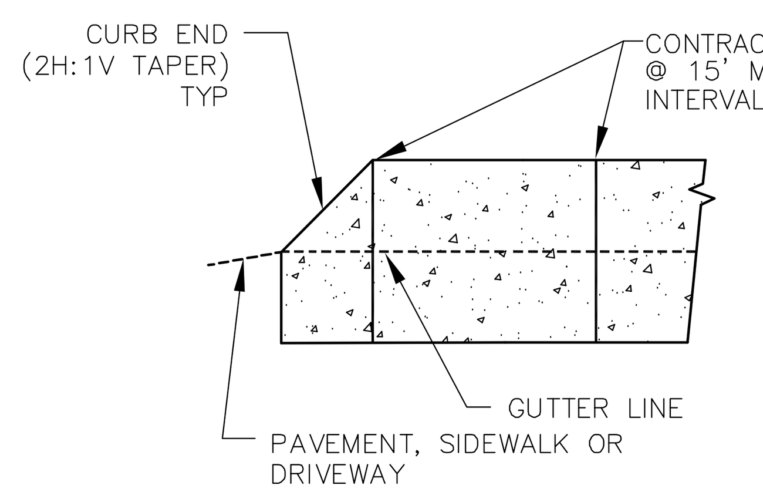
DRAWING
8

JOB NUMBER
3096.2021.0

UNLESS OTHERWISE SHOWN OR SPECIFIED, CURBS SHALL BE BACKFILLED TO THE TOP OF CURB. PROVIDE 1' LEVEL BENCH BEFORE SLOPING FOR CUT OR FILL.



TYPE 'C' CURB



TAPER

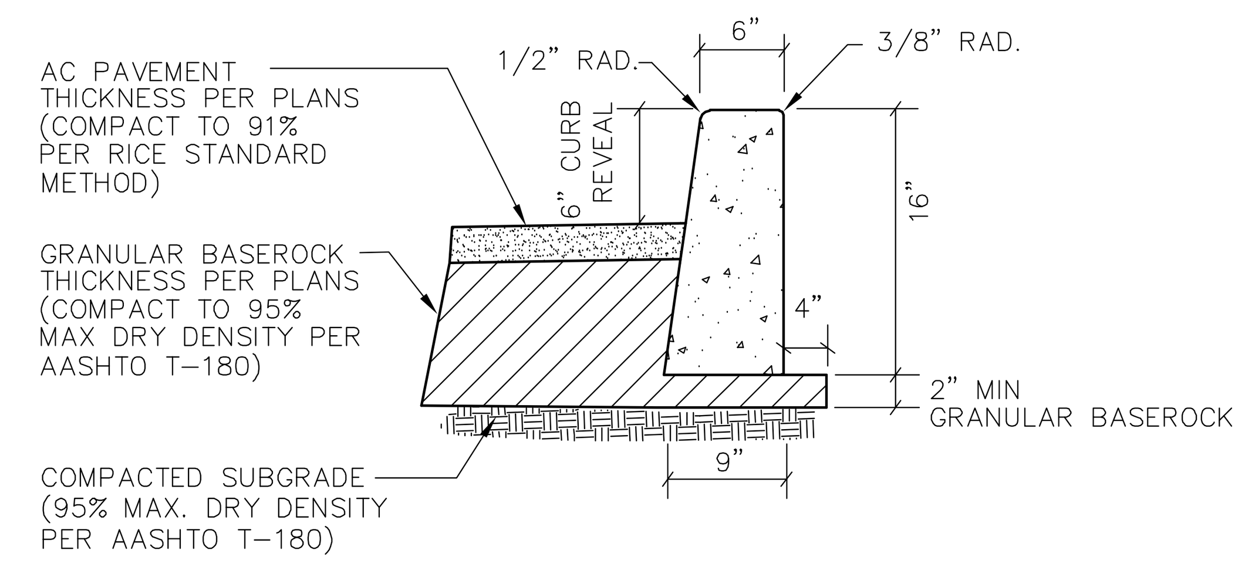
NOTES

1. 7" CURB EXPOSURE FOR ARTERIAL & COLLECTOR STREETS TYPICAL WHERE TYPE C CURB IS ALLOWED. 6" EXPOSURE ALL OTHER PUBLIC STREETS, PRIVATE STREETS & PARKING LOTS.
2. ALL CONCRETE SHALL BE 3300 PSI @ 28 DAYS.
3. **UNLESS APPROVED IN WRITING BY AGENCY WITH JURISDICTION, MONOLITHIC CURB & PUBLIC SIDEWALK OR DRIVEWAY APRON PLACEMENT IS NOT PERMITTED (IE. CURB CONCRETE & SIDEWALK OR DRIVEWAY CONCRETE SHALL BE PLACED SEPARATELY).**

LAST REVISION DATE: FEB 2019 | JO #: 3061.0000.0

STANDARD TYPE 'C' CURB (NTS)

WESTECH ENG. | DETAIL NO. 2110



PAVEMENT SECTIONS ASSUME DRY WEATHER CONDITIONS. CONTRACTOR SHALL CONFORM TO THE GEOTECHNICAL REPORT FOR WET WEATHER SECTIONS IF PARKING LOT AND DRIVEWAY CONSTRUCTION WILL OCCUR DURING WET WEATHER.

PAVEMENT/TYPE "C" CURB DETAIL

NTS

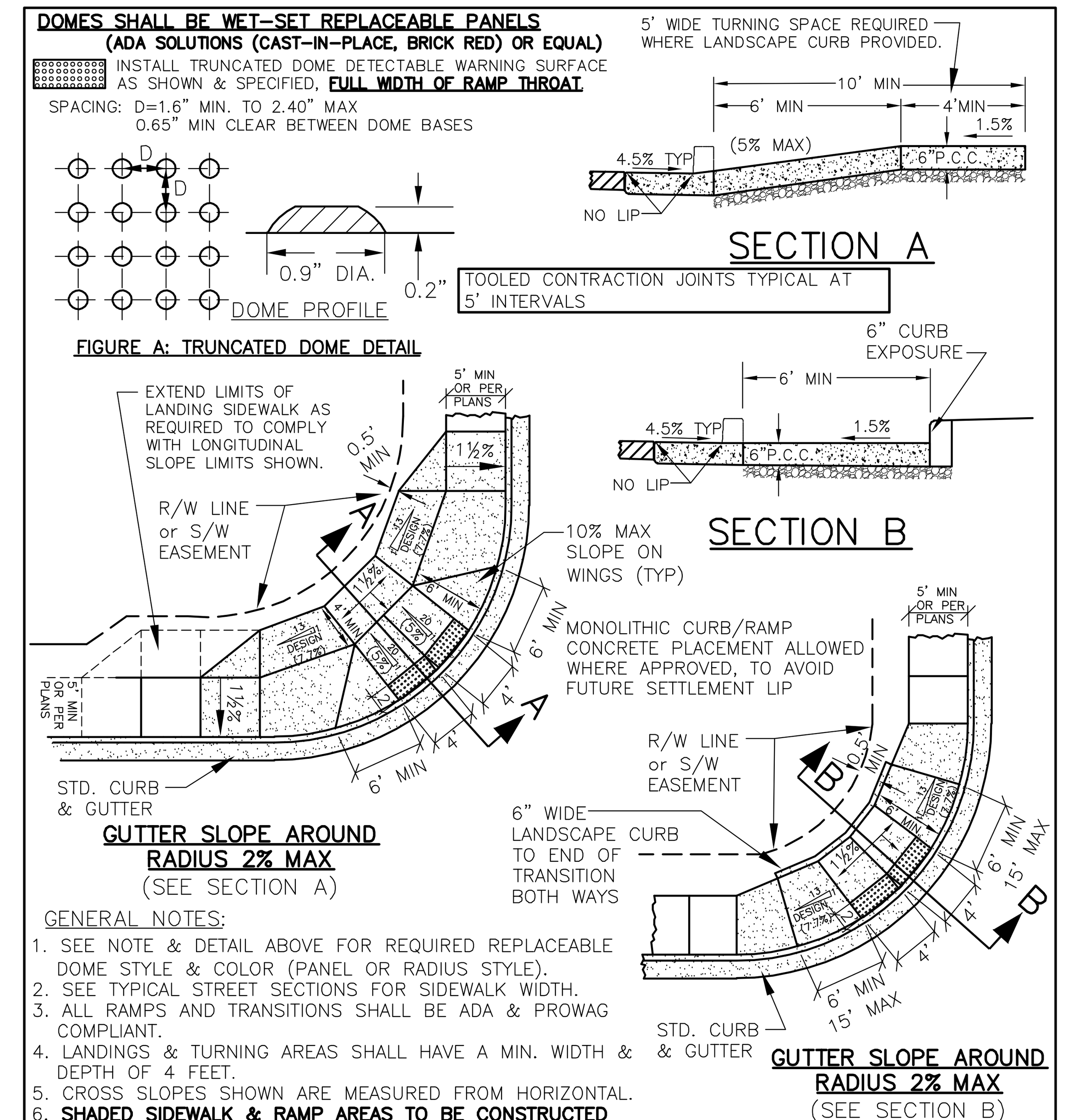
NOTES:

1. SEE PLANS FOR LOCATIONS AND AC/ROCK SECTIONS.
2. DESIGN SUBGRADES SHALL BE COMPACTED AND PROOF-ROLLED PRIOR TO PLACEMENT OF BASEROCK. IF SUBGRADE PASSES PROOF-ROLL BUT FAILS DENSITY TESTING, MIN. 4.5 OZ NON-WOVEN GEOTEXTILE FABRIC SHALL BE PLACED ON SUBGRADE PRIOR TO PLACEMENT OF BASEROCK. FAILURE OF PROOF-ROLL WILL REQUIRE OVEREXCAVATION.
3. IF SUBGRADE FAILS THE PROOF-ROLL, SUBGRADE SHALL BE OVEREXCAVATED TO UNDISTURBED SOIL AND BACKFILLED WITH BASEROCK OVER MIN. 8.0-OZ. NON-WOVEN FABRIC AS REQUIRED TO ALLOW COMPACTION OF UPPER (DESIGN) BASEROCK SECTION AND TO MAINTAIN STRUCTURAL INTEGRITY OF NATIVE SUBGRADE SOILS. TYPICAL MIN. OVEREXCAVATION REQUIRED IS 12-INCHES. NO RUBBER TIRED EQUIPMENT ALLOWED ON SUBGRADE FOLLOWING OVEREXCAVATION.
4. SUBGRADE TO BE PROOFROLLED IMMEDIATELY PRIOR TO PLACING BASEROCK. BASEROCK TO BE PROOFROLLED IMMEDIATELY PRIOR TO PAVING.
5. CONTRACTION JOINTS SHALL BE PLACED AT 15' MIN. INTERVALS AND SHALL EXTEND AT LEAST 50% THROUGH THE CURB SECTION.
6. ALL CONCRETE SHALL BE 3300 PSI @ 28 DAYS.
7. CURBS TO CURE A MINIMUM OF 7 DAYS PRIOR TO PLACING FINAL BASEROCK AND PAVING. USE TYPE 1 OR 1-D CLEAR CURING COMPOUND.

LAST REVISION DATE: MAY 2020 | JO #: 3096.2020.0

PAVEMENT AND TYPE 'C' CURB DETAIL (NTS)

WESTECH ENG. | DETAIL NO. 2390



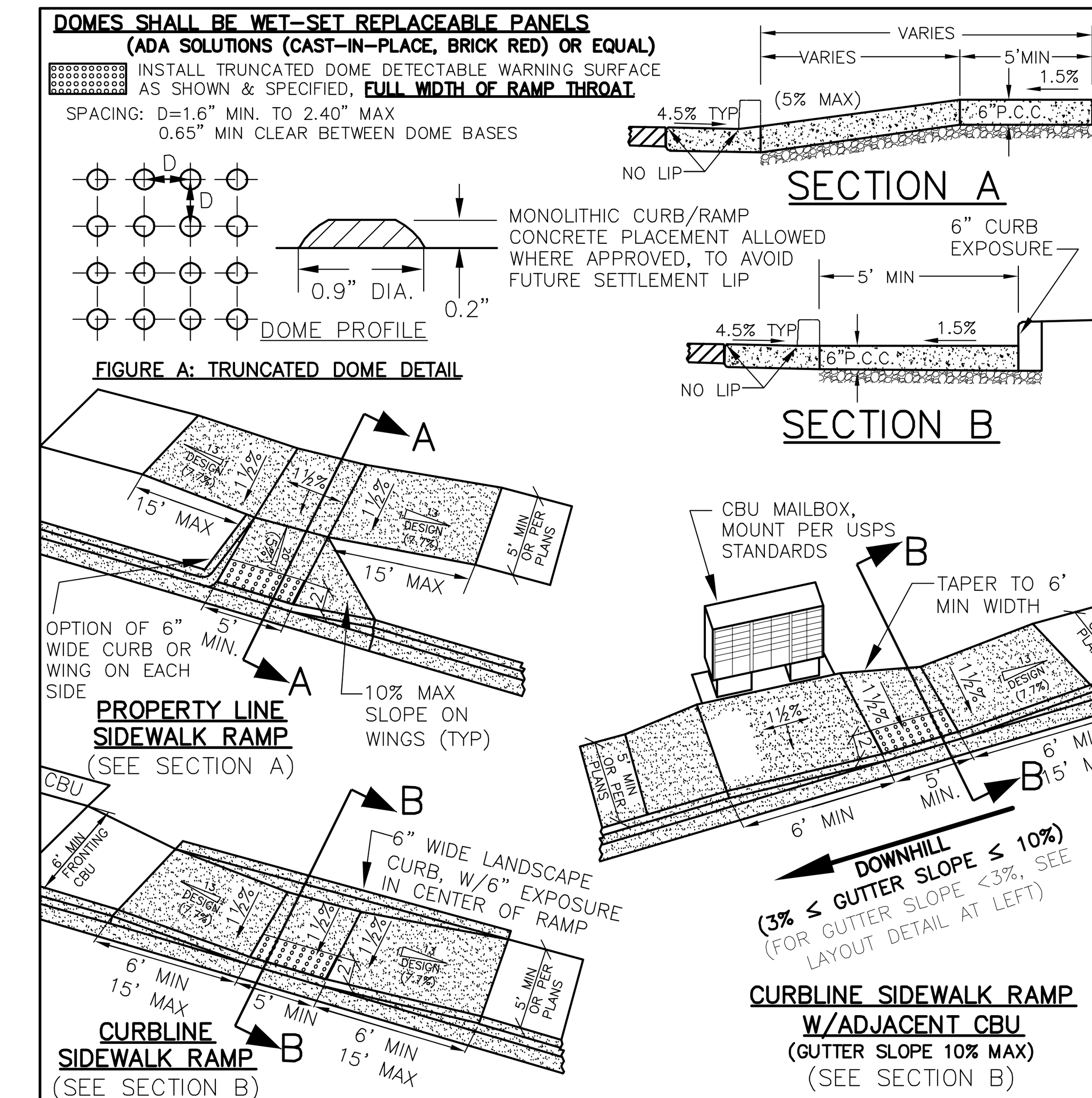
GENERAL NOTES:

1. SEE NOTE & DETAIL ABOVE FOR REQUIRED REPLACEABLE DOME STYLE & COLOR (PANEL OR RAISING STYLE).
2. SEE TYPICAL STREET SECTIONS FOR SIDEWALK WIDTH.
3. ALL RAMPS AND TRANSITIONS SHALL BE ADA & PROWAG COMPLIANT.
4. LANDINGS & TURNING AREAS SHALL HAVE A MIN. WIDTH & DEPTH OF 4 FEET.
5. CROSS SLOPES SHOWN ARE MEASURED FROM HORIZONTAL.
6. **SHADED SIDEWALK & RAMP AREAS TO BE CONSTRUCTED W/STREET IMPROVEMENTS, AND SHALL BE 6" THICK CONCRETE.**
7. DROP CURBS FOR HANDICAP RAMPS SHALL BE CONSTRUCTED WITH NO LIP AT THE GUTTER LINE OR EDGE OF PAVEMENT.
8. PROVIDE 6-INCH WIDE CONCRETE LANDSCAPE CURB AT BACK OF RAMP ON DOWNHILL SIDE OF STREET, OR AS REQUIRED TO CONTAIN LANDSCAPING (SEE "A" NOTE ABOVE).
9. PROVIDE 4" MIN. COMPACTED BASEROCK UNDER ALL S/W.
10. **WHERE GRADE LIMITS SHOWN CANNOT BE SATISFIED (IE. APPROACH, LANDING OR WINGS), CONSTRUCT RAMP SHOWN ON DETAIL 2148 & TRANSITION TO CURBLINE SIDEWALK.**
11. DESIGN RUNNING SLOPE OF SIDEWALK APPROACH TO LANDINGS SHALL TYPICALLY NOT EXCEED 1V:13H (7.7%), BUT SHALL NOT REQUIRE THE LENGTH TO EXCEED 15 FEET.

LAST REVISION DATE: AUG 2019

INTERSECTION CURB RAMPS CURB LINE SIDEWALKS LOCAL STREETS (NTS)

WESTECH ENG. | DETAIL NO. 2140



GENERAL NOTES:

TOOLED CONTRACTION JOINTS TYPICAL AT 5' INTERVALS

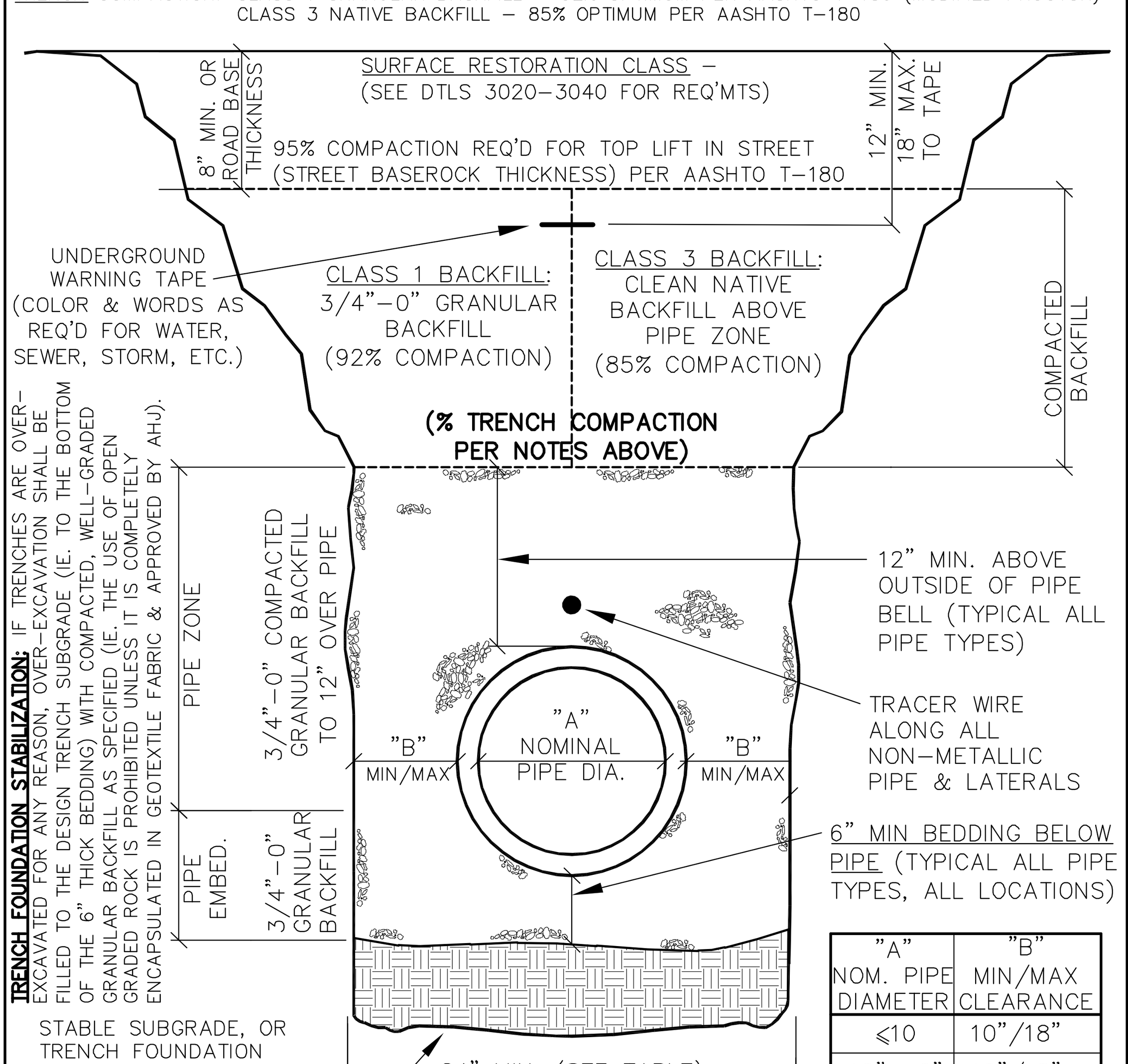
1. SEE NOTE & DETAIL ABOVE FOR REQUIRED REPLACEABLE DOME STYLE & COLOR (PANEL OR RAISING STYLE).
2. SEE TYPICAL STREET SECTIONS FOR SIDEWALK WIDTH.
3. ALL RAMPS AND TRANSITIONS SHALL BE ADA & PROWAG COMPLIANT.
4. LANDINGS & TURNING AREAS SHALL HAVE A MIN. WIDTH & DEPTH OF 4 FEET.
5. CROSS SLOPES SHOWN ARE MEASURED FROM HORIZONTAL.
6. **SHADED SIDEWALK & RAMP AREAS TO BE CONSTRUCTED W/STREET IMPROVEMENTS, AND SHALL BE 6" THICK CONCRETE.**
7. DROP CURBS FOR HANDICAP RAMPS SHALL BE CONSTRUCTED WITH NO LIP AT THE GUTTER LINE OR EDGE OF PAVEMENT.
8. PROVIDE 4-INCH MIN RADIUS ON ALL RETURNED CURBS.
9. PROVIDE 4" MIN. COMPACTED BASEROCK UNDER ALL S/Ws.
10. DESIGN RUNNING SLOPE OF SIDEWALK APPROACH TO LANDINGS SHALL TYPICALLY NOT EXCEED 1V:13H (7.7%), BUT SHALL NOT REQUIRE THE LENGTH TO EXCEED 15 FEET.

LAST REVISION DATE: AUG 2019

CURB RAMPS BETWEEN INTERSECTIONS (NTS)

WESTECH ENG. | DETAIL NO. 2142

TRENCH COMPACTION: CLASS 1 GRANULAR BACKFILL – 92% OPTIMUM PER AASHTO T-180 (MODIFIED PROCTOR)
CLASS 3 NATIVE BACKFILL – 85% OPTIMUM PER AASHTO T-180



"A" NOM. PIPE DIAMETER	"B" MIN/MAX CLEARANCE
≤10	10"/18"
12"–16"	12"/18"
18"–21"	16"/24"
24"–30"	18"/30"
>30"	24"/36"

(SEE NOTE 4)

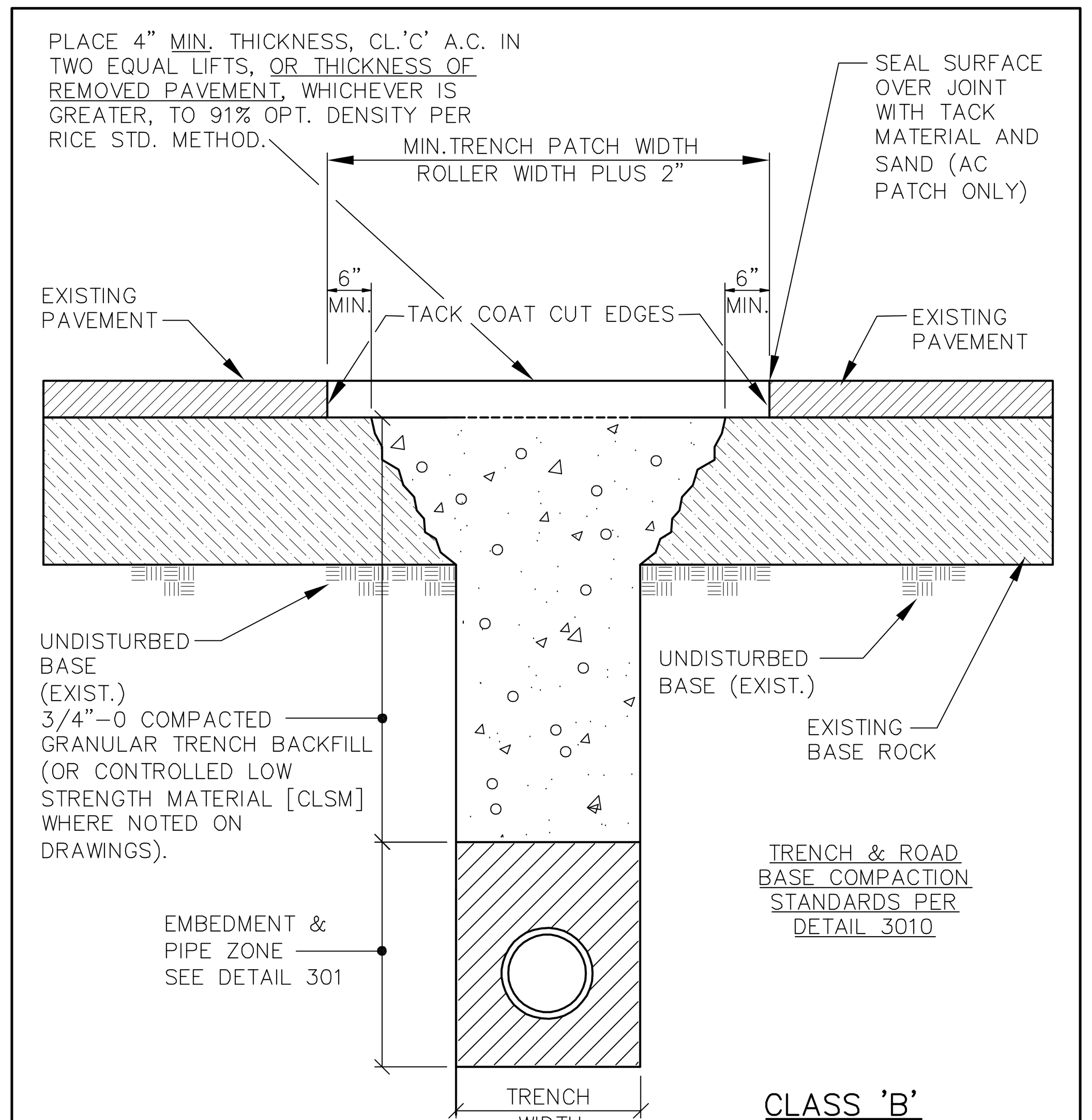
NOTES:

1. CLASS 1 REQ'D. UNDER ALL EXIST. OR FUTURE IMPROVED AREAS INCLUDING SIDEWALKS.
2. WHERE NEW PIPING IS IN SAME ALIGNMENT AS EXISTING PIPING, THE PIPE EMBEDMENT SHALL EXTEND TO A MIN. OF 6" BELOW THE NEW PIPING OR 6" BELOW EXISTING PIPING, WHICHEVER IS DEEPER.
3. FOR FLEXIBLE PIPE, BOTTOM OF TRENCH SHORING SHALL BE ABOVE PIPE SPRINGLINE PRIOR TO COMPACTING BACKFILL BELOW THE PIPE SPRINGLINE AND UNDER THE PIPE HAUNCHES.
4. MINIMUM CLEARANCES SHOWN ("B") ASSUMES STANDARD 6" WALL TRENCH BOXES SET ON TRENCH BOTTOM, AND REPRESENTS WIDTH REQUIRED TO CONSOLIDATE GRANULAR MATERIAL UNDER PIPE HAUNCHES (TO AVOID LOSS OF SIDE SUPPORT WHEN TRENCH BOX IS MOVED OR PULLED FORWARD). TRENCH WIDTH REDUCTION REQUIRES PRIOR APPROVAL BASED ON ACTUAL TRENCH SHORING PROPOSED.

LAST REVISION DATE: DEC 2018 | STANDARD

TRENCH BACKFILL, BEDDING, AND PIPE ZONE (NTS)

WESTECH ENG. | DETAIL NO. 3010



CLASS 'B' AC PAVEMENT RESTORATION

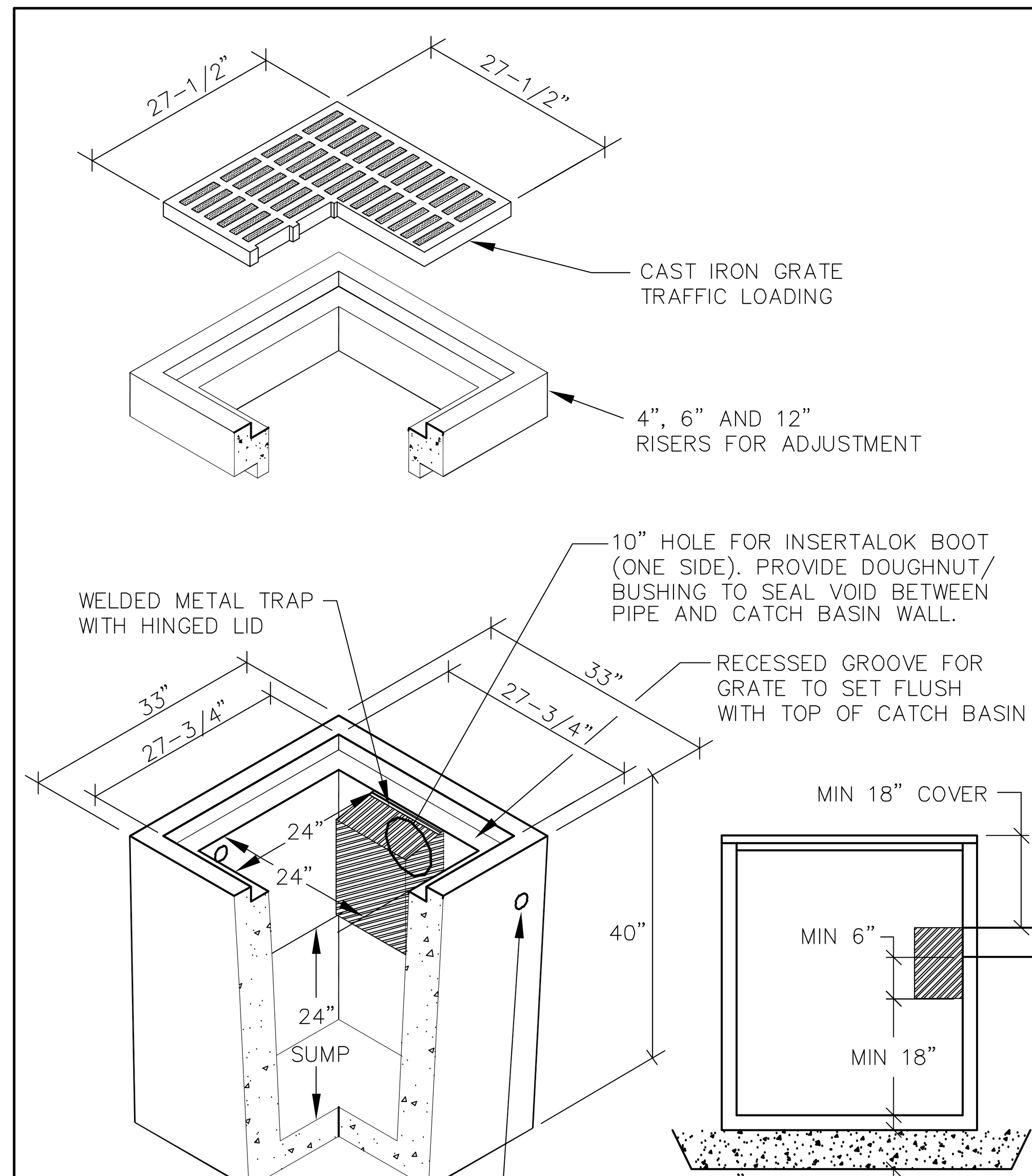
NOTES:

1. ALL EXISTING AC OR PCC PAVEMENT SHALL BE SAWCUT PRIOR TO REPAVING.
2. PCC CONCRETE PAVEMENT SHALL BE REPLACED WITH 3300 PSI PCC TO A MINIMUM THICKNESS OF 6" OR TO THE THICKNESS OF REMOVED CONCRETE, WHICHEVER IS GREATER.
3. FOR PAVED DRIVEWAYS (EXCEPT COMMERCIAL OR INDUSTRIAL) WITH LESS THAN 4" EXISTING AC, PAVEMENT THICKNESS MAY BE REDUCED TO 3" AC IN 2 LIFTS, AND OVERCUT MAY BE REDUCED TO 3" EACH SIDE.

LAST REVISION DATE: DEC 2015 | STANDARD

STREET CUT SURFACE RESTORATION (NTS)

WESTECH ENG. | DETAIL NO. 3020



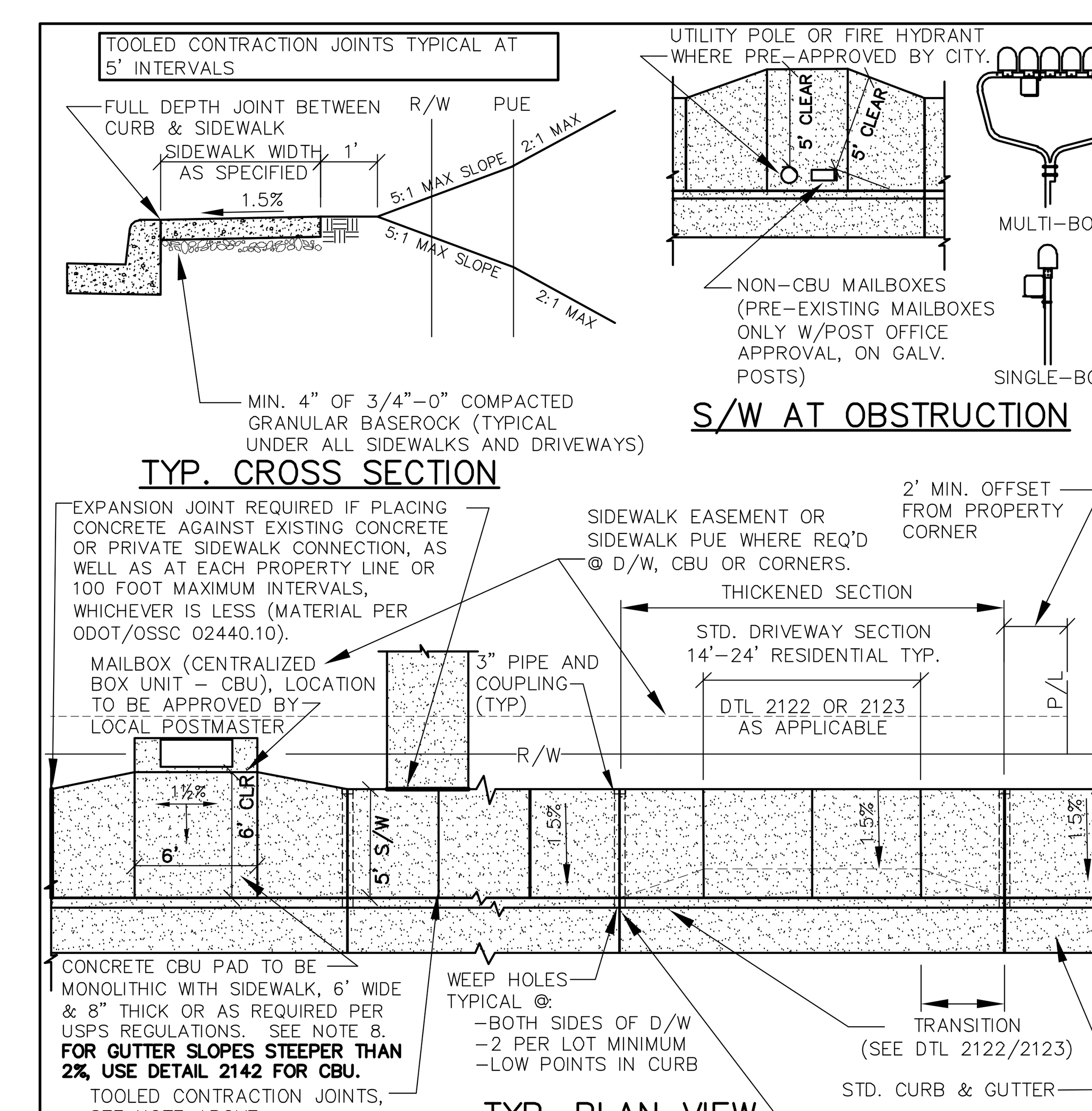
NOTES:

1. SEE CONSTRUCTION DRAWINGS FOR PIPE SIZE, LOCATION AND INVERT ELEVATION.
2. CONCRETE SHALL BE 4000 PSI @ 28 DAYS.
3. REBAR SHALL CONFORM TO ASTM A615 GRADE 60.
4. REBAR SHALL BE MIN. #4 BARS @ 6" C.C.
5. SET CB SQUARE WITH BUILDINGS OR WITH EDGE OF PARKING LOT OR DRIVEWAY WHEREIN IT LIES.
6. ADJUST PAVING SO WATER FLOWS TO CB WITH NO PONDING.

LAST REVISION DATE: NOV 2018 | STANDARD

PARKING LOT CATCH BASIN (PRECAST CONCRETE) (NTS)

WESTECH ENG. | DETAIL NO. 3150



1. MONOLITHIC PLACEMENT OF CONCRETE FOR STREET CURB & PARALLEL PUBLIC SIDEWALK IS PROHIBITED.
2. CONCRETE THICKNESS. STANDARD SIDEWALKS SHALL BE 4" MIN. THICK. SIDEWALKS THROUGH RESIDENTIAL DRIVEWAYS (INCLUDING WINGS) SHALL BE 6" MIN. THICK. COMMERCIAL DRIVEWAYS & ALLEY APPROACHES SHALL BE 8" MIN. THICK.
3. SIDEWALKS 8' & WIDER SHALL HAVE A LONGITUDINAL CONTRACTION JOINT AT MIDPOINT.
4. CONCRETE SHALL BE 3300 PSI @ 28 DAYS.
5. PCC APRONS JOINTED TO MATCH SIDEWALK PATTERN.
6. SIDEWALKS SHALL BE LOCATED ENTIRELY WITHIN PUBLIC RIGHT-OF-WAY OR SIDEWALK EASEMENTS, INCLUDING AT DRIVEWAYS & INTERSECTIONS.
7. ADA ACCESS TO CBU MAILBOXES SHALL CONFORM WITH SECTION 1111 OF OSSC (OREGON STRUCTURAL SPECIALTY CODE), INCLUDING AN ADA PEDESTRIAN CURB RAMP LOCATED WITHIN 50 FEET OF THE CBU. PROWAG REQUIRED 6'x6' TURNING SPACE IN FRONT OF CBU SHALL NOT EXCEED 2% IN ANY DIRECTION. **CBU LAYOUT ABOVE ASSUMES STREET & CURB GRADE DOES NOT EXCEED 2%.**

LAST REVISION DATE: AUG 2019

CURBLINE SIDEWALKS AND DRIVEWAY APRONS (NTS)

WESTECH ENG. | DETAIL NO. 2121

NO.	DATE	DESCRIPTION	BY
1			

REVISIONS

VERIFY SCALE — BAR IS ONE INCH ON ORIGINAL DRAWING. 0 — 1". IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DSN. RCE
DRN. RCE
CKD. RCE
DATE: MAY 2020

REGISTERED PROFESSIONAL ENGINEER — OREGON — RAYMOND C. ENGEL — RENEWS: 12/31/2021

REVIEW

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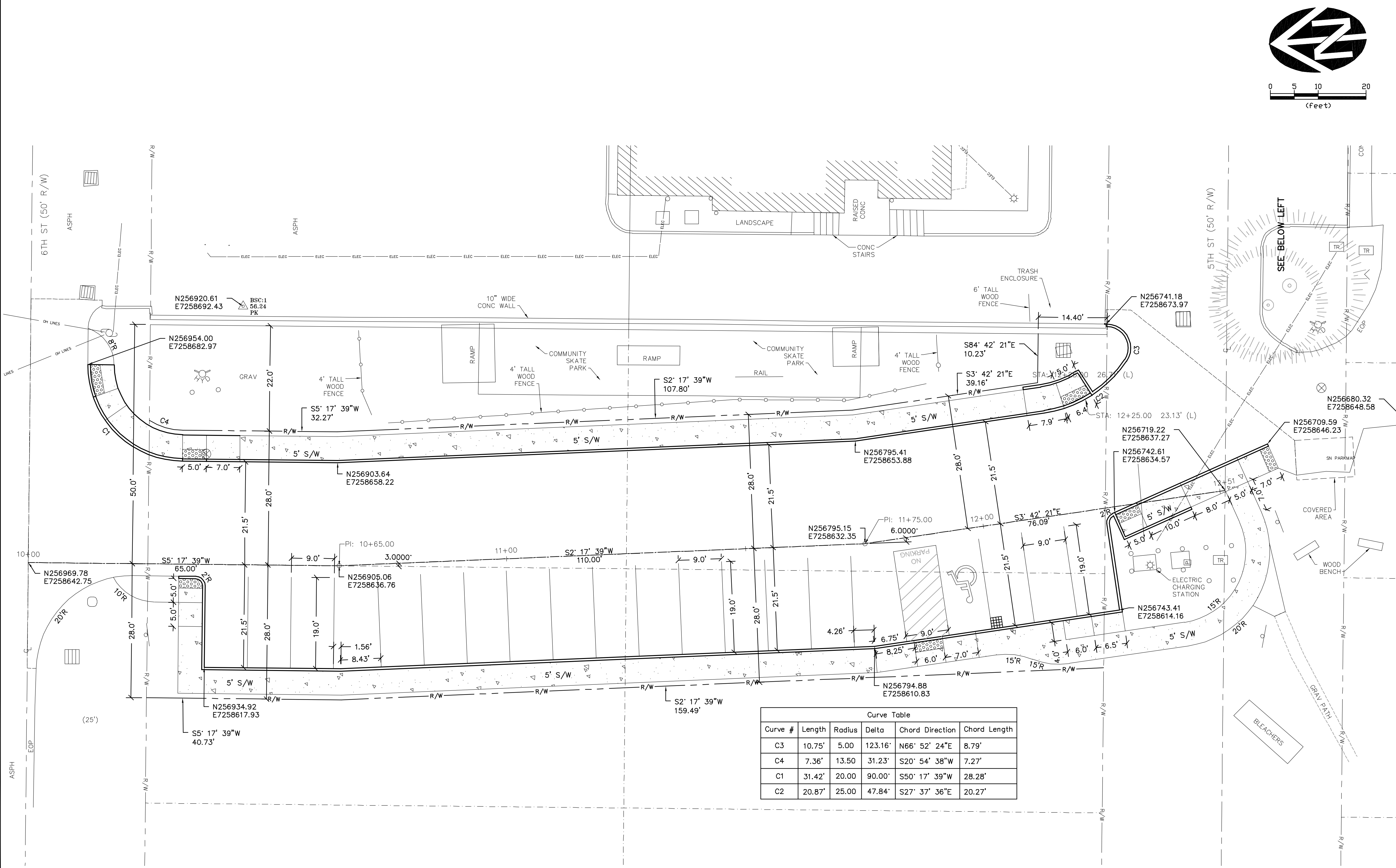
City of Yachats, Oregon
Driftwood Lane Street Improvements

Details

DRAWING 9

JOB NUMBER 3096.2021.0



Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C3	10.75'	5.00	123.16°	N66° 52' 24"E	8.79'
C4	7.36'	13.50	31.23°	S20° 54' 38"W	7.27'
C1	31.42'	20.00	90.00°	S50° 17' 39"W	28.28'
C2	20.87'	25.00	47.84°	S27° 37' 36"E	20.27'

5/6/2020 1:51:38 PM
R:\Dwg\Yachats\2020 Driftwood St\plot\06 Site.dwg, (Plot tab)

NO.	DATE	DESCRIPTION	BY
1			

REVISIONS

VERIFY SCALE
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0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DSN. RCE
DRN. RCE
CKD. RCE
DATE: MAY 2020

REVIEW
REGISTERED PROFESSIONAL ENGINEER 19975 OREGON JULY 15, 1997 RAYMOND C. ENGEL
RENEWS: 12/31/2021

WESTECH ENGINEERING, INC.
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City of Yachats, Oregon
Driftwood Lane Street Improvements

Driftwood Lane Site Plan

DRAWING
6

JOB NUMBER
3096.2021.0